

appointed by the Board, without three months' notice in writing on the part of the Master or the Pilot; and in every such notice the reasons shall be assigned for the proposed removal. A copy of such notice shall be sent to the Superintendent, and laid before the Committee at their next following meeting. The Pilots shall be boarded in rotation, so that every man shall have a fair proportion of labour, the Master in command always having a discretionary power to set the turn aside in peculiar cases, the circumstances of every such case being duly entered in the log book, and reported to the Committee if so required.

126. The Master and Second Master of each pilot-boat (and the Third Master also in case of necessity), shall take command and proceed to sea in her by turns, and the Master remaining on shore shall appoint pilots to outward-bound vessels, and transact the other necessary business of the boat. Every Master shall maintain due subordination, sobriety, and good order, amongst the crew of his boat, both at sea and in port, and shall, whilst in turn for boarding vessels, always use his utmost exertions to approach and board vessels requiring pilots; and every pilot, or other person, serving on board, or belonging to the boats, shall at all times cheerfully submit to and execute all the lawful commands of the Master. The Masters shall on no occasion leave the boats when at sea, except in cases of emergency. They shall keep exact journals of the proceedings of every cruise, which shall contain, in particular, accounts of all vessels boarded or piloted inwards, and the time and place of boarding them; and shall enter in their journals, every two hours, the position of their boats. Whenever the Committee may require it, a copy of the journal of any cruise shall be sent into the office in time to be submitted to the Committee at their next following meeting. The Masters shall instruct their apprentices in the use of charts, and in all other matters, a knowledge of which is by the Bye-law numbered 129, required of apprentices on their applying to be licensed. In the event of a Master being on leave of absence through sickness, or from any other cause, he shall not, during such absence, exercise any authority over the boat, the crew, or the apprentices.

127. Every Pilot shall go on board of and proceed to the stations in the boat to which he belongs, whenever and as often as he may be required by the Masters, and while on service, shall not on any pretence whatever, leave his boat except on duty. Every Pilot when not actually employed, shall attend daily, at such time and place as may be fixed upon and appointed for that purpose by the Master of the boat, to receive such orders and directions as may then and there be given by the said Master; and in case the Owners, Masters, and crew of any boat, shall suffer any loss by reason of the non-attendance or neglect of any Pilot, such loss shall be borne by the Pilot so neglecting or refusing to attend. Every Pilot shall, whenever he is required, assist, as far as he is able, in performing all necessary repairs to the boat, her rigging, sails, and materials; and in case of refusal or neglect, the Master may employ another person in his stead, the expense whereof shall be deducted from his share of the earnings of the said boat. On taking charge of a vessel, he shall exhibit his license to the Officer in command. He shall use his utmost care and diligence to conduct the ships and vessels under his charge without damage or doing injury to others; and shall report to the Committee all accidents which may have happened to such vessel

while under his direction, within twenty-four hours after his discharge.

He shall duly keep the lead going when in charge of any ship or vessel while under weigh. He shall not leave his vessel until she is safely anchored in the river, nor then leave her without a written permission from the officer in command, or on being relieved by a qualified pilot by order of the Master of the boat. He shall not lay any vessel aground without a written order from the Owner or Commander. In the case of outward-bound vessels, he shall repair on board in sufficient time before leaving the dock or basin, to ascertain if the vessel he is about to take charge of is ready to proceed to sea, or to anchor in the river.

He shall behave himself with strict sobriety, and with due respect towards the owners, commander, and officers of any vessel under his charge.

He shall always have with him, when on duty, a good watch, a tide-table, a copy of Part 6 of the Mersey Dock Acts Consolidation Act, 1858, and of other Acts, and of so many of these Bye-laws as relate to Pilots, Pilot Boats and Pilotage, his license, and a Pilot flag as described in Bye-law 146.

When received on board a Pilot Boat from an outward-bound ship, or otherwise, he shall submit to the authority and direction of the Master while he remains on board such boat, in all respects as if he were one of her crew.

He shall obey and execute all orders received from the Board, or the Pilotage Committee, or the Superintendent.

Whenever he shall observe any alteration in any of the sand-banks or channels, or that any buoys, beacons, or light vessels have been driven away, broken-down, damaged, or out of place, he shall forthwith deliver or send a correct statement thereof in writing to the Superintendent, for the information of the Marine Surveyor and the Board.

It is expected that reasonable and sufficient food and sleeping accommodation shall be provided for Pilots who may be required to remain in charge of ships and vessels lying at anchor in the river, whether inward or outward bound; and unless such provision be made, the Pilot of any such vessel may leave and come on shore, subject always to his giving the Master of the vessel at least one hour's previous notice of his intention, and to his reporting the case at the Superintendent's Office at the earliest possible moment, in order that the Superintendent may make strict enquiry into the particular circumstances of every case in respect to which any complaint may arise, and no Pilot shall leave a vessel under the authority of this Bye-Law unless he has reasonable ground of complaint and acts with due temper and discretion.

128. Every candidate for apprenticeship will be required to prove to the satisfaction of the Board that he is not less than fifteen nor more than eighteen years of age; that he is able to read and write correctly; and that he has a competent knowledge of arithmetic, before he can be considered eligible for the Pilot Service. He may then (if approved by the Board) after one month's probation, be apprenticed for seven years.

The proposed indentures and satisfactory testimonials, including a surgeon's certificate that the candidate is of sound health, shall in every case be submitted to the Board; and after the indentures have been approved by the Board, and signed by the Masters and Apprentice, they shall not be cancelled by any private agreement, without the