

summon all such persons as the Commissioners, or any Committee, may desire to examine, to attend a meeting of the Commissioners, or Committee.

*Penalty for Breach of Bye-Laws.*

18. Every Pilot or Apprentice offending against or contravening any of the preceding Bye-Laws with respect to Pilots, Pilot Boats, and Pilotage, shall for every such offence forfeit and pay a penalty not exceeding Five Pounds.

NOTE.—In addition to this penalty any Pilot acting contrary to the provisions of any of these Bye-Laws is liable under the Act of Parliament to have his Licence recalled or suspended by the Commissioners.

AT the Court at *Osborne House, Isle of Wight*, the 30th day of *January*, 1868.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by the three hundred and thirty-third section of "The Merchant Shipping Act, 1854," it is enacted that it shall be lawful for every Pilotage Authority, by bye-law, made with the consent of Her Majesty in Council, from time to time, to do within its district all or any of the things specified in that behalf in the said section :

And whereas by the fifteenth section of the Order set out in the schedule to "The Hartlepool Pilotage Order Confirmation Act, 1864," it is provided that every British ship or other vessel piloted and conducted within the Hartlepool Pilotage District, shall pay the pilotage dues in that section specified, and that, subject to the approval of the Board of Trade, the Commissioners appointed under the said Order may increase or diminish the said pilotage dues :

And whereas the Hartlepool Pilotage Commissioners, being the Pilotage Authority for the port of Hartlepool, within the meaning of "The Merchant Shipping Act, 1854," have, in exercise of the powers in them vested by that Act, and by the aforesaid Order, with the approval of the Board of Trade, made and submitted for the consent of Her Majesty, certain alterations of, and additions to, the existing bye-laws and regulations of the Commissioners, with respect to pilots, pilotage, and pilotage dues in the Hartlepool District (a copy whereof as altered is set forth in the schedule hereunto annexed) :

And whereas it has been made to appear to Her Majesty that the said bye-laws and regulations so set forth as aforesaid are reasonable and proper :

Now, therefore, Her Majesty, by virtue of the power vested in Her by the said "Merchant Shipping Act, 1854," and by and with the advice of Her Privy Council, is pleased to approve of, and signify Her consent to, the said bye-laws and regulations of the said Commissioners, with respect to the pilotage of the Hartlepool Pilotage District in lieu of the existing bye-laws.

*Edmund Harrison.*

SCHEDULE referred to in the above Order.

*Bye-Laws made by the Hartlepool Pilotage Commissioners.*

1. Every Pilot who shall be ordered to proceed on Her Majesty's Service, by any order signed by

the Clerk of the Hartlepool Pilotage Commissioners (hereinafter called "The Commissioners"), or who shall be so ordered in writing by any Officer in Her Majesty's Service, shall immediately proceed thereon, and every Pilot who shall fail so to do, or who shall evade the receipt of any such order, or who shall quit or decline such service, shall for the first offence forfeit £5, and for the second and every subsequent offence £10 each.

2. Every Pilot engaged in the charge of any ship employed by Government in the Transport Service, shall observe particularly if unnecessary delay take place on the part of any Master in proceeding towards his destination; and in the event of such delay taking place, the Pilot shall, on his return, report the same to the Clerk of the Commissioners, and upon going on board the Pilot shall give notice to the Master that he has orders so to do.

3. In stormy weather during day time when Pilots cannot ply at Sea in their regular Pilot Cobles, they shall go off in a steamboat, licensed for that purpose by the Pilot Master of the said Commissioners, and shall carry with them a proper boat, to be provided by and at the cost of the Pilots, and approved by the Commissioners, for boarding ships or vessels at sea.

4. When any Pilots decide to go off in the licensed steamboat, a Pilot's flag shall be hoisted on the Pilots' Watch-house, and on application being made by any of the Pilots to the Master of the said steamboat to go to sea, he (the Master) shall hoist the Pilot flag at the mast head, lay at least twenty minutes, and before starting for sea take the Pilots' lifeboat on board, but the time for departure may be accelerated in cases of emergency.

5. All the Pilots shall have an equal right to go off in the licensed steamboat, and after four of the Pilots comprising the Watch for the time being have each had the offer of a ship to pilot, lots shall be drawn and distributed by the master of the steamboat to the rest of the Pilots on board. The Pilot receiving Lot 1 shall go on board and take charge of the first ship or vessel boarded, and each Pilot shall afterwards take his turn according to the number of his lot. The next four Pilots on turn shall man the boat and put the Pilot on turn on board, and the Pilots remaining on board the said steamboat (if any), when they have returned on shore, shall see that the lifeboat be put into her proper berth or some other safe place.

6. In stormy weather during day-time when the wind ranges from East Southward, and when it is not prudent or safe to go to sea with the licensed steamboat, the Pilots shall take their positions inside the Bar as ordered by the Pilot Master; and that when the wind ranges from East Northward they shall take positions between the Beacon and the Stone Buoy by the like order, and the Pilot first in position shall take the first ship, and the others shall be entitled to take charge of the following vessels, according to their priority in taking positions; all disputes as to position to be concluded by the Pilot Master's decision.

7. Each Pilot Coble claiming a turn shall be manned with not less than three hands, two of whom shall be full Pilots, and the other a Pilot's assistant, going regularly in Pilot Cobles, or (but this only in cases of emergency) an efficient man who may not be serving in Pilot Cobles. The Pilot first on turn shall hoist his Pilot flag and run the ship in, and if he fails to board the vessel to which he is entitled, he shall not come in turn until the rest of the cobles laying in position have