

each boarded one vessel, and every vessel shall count as a turn, whether the master thereof elects to employ a Pilot or refuses so to do.

8. During the Winter six months in the year a Night Watch shall be kept at Hartlepool and West Hartlepool respectively by the Pilots, when the weather is stormy, and when, in consequence, they cannot go off to sea; such Night Watch to commence on the first day of October and end on the thirty-first day of March in every year. The Pilots shall be divided into four Watches, who shall take their turn in watching, according to their numbers, and continue on watch for fourteen successive nights, each Watch to be allowed to board four ships each night, and to take precedence over the other Pilots. The Cobles manned by the watch (after they have secured four ships) shall take their regular turn with the other Pilots as though no watch had been set, each Watch to commence when the lighthouse on the Port and Harbour Commissioners' Inner Pier, or the green light on the West Hartlepool North Pier, is lighted, and end when the said lights are extinguished. The whole of the monies received by the Watch shall be equally divided amongst the members thereof, and each Watch shall sound the bar once during the Spring tides, and report the soundings to the Pilot Master in order that they may be recorded, and to the other Pilots.

9. The Pilot Master shall appoint one of the Watch Master thereof, who is hereby authorised, if necessary, during his watch, to call on other Pilots, not on the Watch for assistance.

10. When it is found necessary to man the Lifeboat in night-time, the Pilots on Watch duty shall have the preference of manning her; in daytime the first twelve Pilots at the Lifeboat Station shall have the preference of manning such lifeboat.

11. If any Pilot considers that he is able to hold his own at sea, either before or after the Watch has been set, or the positions taken inside the Bar, or Stone Buoy as aforesaid, and after acquainting the Master of the Watch of his intention, he shall be at liberty to proceed to sea, but shall not be allowed to board a ship until he is outside the Stone Buoy; but such Pilot shall, on coming on shore again, give a similar notification.

12. When any two or more Pilot Cobles are making for the same ship, the Pilot on board the first and nearest coble shall board her; and the other Pilot or Pilots in the vicinity shall not interfere, or cause him to run any risk when in the act of boarding such ship.

13. No Pilot shall be allowed to be towed by a steamboat when going off to sea in quest of ships, and shall for every such offence be subject to a penalty of ten pounds.

14. Such of the Pilots as shall be desirous of fishing to any extent may do so on their first obtaining the consent of the Commissioners, and given up their licenses.

15. Every Pilot when required to pilot any ship or vessel shall, if under engagement to any other ship, forthwith make known such engagement, and specify the particulars thereof truly and faithfully to the person calling for or requiring such Pilot's service; and in case of any concealment, misrepresentation, or falsehood, in respect of such alleged previous engagement, the Pilot offending shall be subject to a penalty of ten pounds.

16. Every Pilot shall in all cases demean himself civilly and respectfully towards all persons who may require his services, and towards all Officers in Her Majesty's Navy, and shall maintain strict temperance and sobriety in the exercise of

his office, and shall use his utmost care and diligence for the safe conduct of every ship which he shall be entrusted with the charge of, and prevent her doing damage to others.

17. Every Pilot shall from time to time, and at all times, in obedience to the order or summons of the Commissioners, under the hand of the Pilot Master or Clerk of the Commissioners, duly delivered or offered to such Pilot, or left a reasonable time at the usual or last-known place of residence of such Pilot, attend the Commissioners at their Courts, Bye Boards, or Committees, or their Pilot Master, or their Clerk for the time being, to answer any charges brought against such Pilots respectively, or for the performance of any public service, or for any other purpose whatsoever, and in default of such attendance every Pilot so offending shall forfeit, for the first offence, forty shillings, and for the second and every subsequent offence, £5 each.

18. Every Pilot to be licensed by the Commissioners, upon his receiving such license shall pay the sum of Two Pounds to the said Commissioners, and shall also for the renewing or confirming such license, from time to time, pay to them the sum of One Pound.

19. In addition to the Pilotage Dues, authorised to be charged by the Commissioners under and by virtue of the Hartlepool Pilotage Order Confirmation Act, 1864, the Commissioners shall, and they are hereby authorised to charge vessels above 400 tons register one half-penny per ton on the excess of register tonnage over and above that number of tons, both inwards and outwards.

20. When any vessel requires to change harbours in the port, the Pilotage Dues payable in respect thereof shall be as follows:—From and after the first day of April to the first day of October in every year, both inclusive, out of Hartlepool Docks or Harbour, at the rate of 7½d. for every foot of water which each such vessel may draw, and into West Hartlepool Docks or Harbour at the same rate:—From and after the first day of October to the first day of April in the following year, both inclusive, out of Hartlepool Docks or Harbour, at the rate of 9d. for every foot of water which each such vessel may draw: and into West Hartlepool Docks or Harbour at the same rate. And the above Pilotage Dues shall be payable by vessels changing from the Docks or Harbour of West Hartlepool to the Docks or Harbour of Hartlepool.

21. That no Pilot shall, by reason only of his having conducted any vessel from one harbour to another within the jurisdiction of the Commissioners, be entitled to Pilot any such vessel out of the harbour to which she has been transferred, and the Pilot who originally brought the ship into the port shall have the right to take her out again.

22. In case any Pilot in charge should, by the law of Quarantine, or at the request of the master or owner of the vessel, be detained at sea or in dock on board thereof, beyond the time necessary for safely berthing such vessel, he shall be paid by the said master or owner for such detention, over and above his Pilotage, at the rate of 7s. 6d. per day, and also have his provisions supplied to him.

23. The distinguishing characteristics of the Pilot Cobles shall be the letter "H," and numbers painted white on the bows of the said cobles on a black ground, and that the numbers will be regulated by the dates of the original licenses; and that each Pilot Coble, when at sea, shall exhibit a flag upon a staff, such flag to be of two colors—