

respect to the pilots and pilotage of the Tees shall be, and the same are, hereby rescinded, and in lieu thereof the Corporation of the Trinity House do hereby make and ordain the following Bye-laws:

*Pilot Superintendent.*

2. The duties of the Pilot Superintendent shall be as follows:

To exercise supervision and control, under the Board, over all the pilots and apprentices, so as to see that the Act and these Bye-laws are duly observed.

To obtain from the pilots a report of all occurrences affecting the service on which the Master and Brethren of the Trinity House, the Sub-Commissioners appointed by them for the River Tees, or the Pilot Superintendent aforesaid may require information.

To hear and determine such differences as may arise between the pilots or apprentices.

To prevent the employment of unlicensed pilots.

To inquire into complaints made against pilots by masters and owners of vessels and others interested, and into circumstances attending cases of collision or loss when vessels have been under charge of a pilot.

To take soundings of the bar and channel from time to time, and especially to draw the earliest attention of the Harbour Master to the River Tees Conservancy Commissioners, and of the Sub-Commissioners of Pilotage to any alterations in the state of the bar, or the deep water channels.

To assist in obtaining the monthly returns from the pilots of the vessels piloted by them.

To see that pilots' cibles are properly numbered in figures of not less than fifteen inches in length, commencing at number 1, and continuing in numerical order.

To keep a register and character book, in which shall be recorded the name and description of each pilot's apprentice, the date of his entering the service, and any particulars of conduct during the service.

To introduce steady, sober, and qualified young men as they stand in the register book for examination for licenses.

To assist in the examination of persons applying for licences, either as first or second class pilots, for either the river or sea pilotage.

To carry out all orders and regulations of the Trinity House and Sub-Commissioners, which may be from time to time issued, relative to the piloting of vessels, or other matters within the scope of his duties.

To report to the Trinity House and Sub-Commissioners, from time to time, in a book to be kept for that purpose, on all the above subjects, and also on all cases of misconduct or breach of the Bye-laws that may come to his knowledge on the part of any of the pilots, and to record the sentence or punishment passed or imposed for the same.

All instances of neglect of duty shall be brought before the Trinity House and Sub-Commissioners, and the Pilot Superintendent shall not compromise any offence of a pilot.

*Pilots.*

3. There shall be two classes of pilots, namely first and second class. First-class pilots may conduct vessels of any tonnage. Second-class pilots may (except in cases of necessity) conduct vessels not exceeding two hundred tons register burthen. Any vessel exceeding the above tonnage, which may from necessity take on board a second-class

pilot, shall, if possible, exchange him for a first-class pilot out of any boat she may meet, and every pilot shall state his true position in the service to the master of any vessel which he may take in charge.

4. Every pilot 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 behave himself with strict sobriety and due respect towards the owners, masters, and officers thereof, and shall not leave his vessel until she is safely anchored or moored in the river or in dock, and shall, within twenty-four hours after his leaving the ship, report to the Sub-Commissioners all accidents, if any, which may have happened to such vessel while under his direction. He shall always have with him, when on duty, a copy of these Bye-laws, his license, and a pilot flag, as described in Bye-law No. 13. On taking charge of a vessel, he shall, if required, exhibit his license to the officer in command. In the case of vessels outward bound from any dock or basin to within the district, he shall repair on board at least two hours before high-water, to ascertain if the vessel of which he is about to take charge is ready for sea or to anchor in the river. He shall obey and execute all orders received from the Trinity House Sub-Commissioners or Pilot Superintendent.

No pilot shall be absent from duty without the permission of the Pilot Superintendent.

5. Every pilot shall, on receiving his license, pay to the Sub-Commissioners a fee of forty shillings, and for the annual renewal of his license ten shillings, and for the annual renewal of any license in place of one lost, ten shillings. Pensioners to be exempted from payment of the annual renewal fee.

6. Each pilot shall make returns, on forms to be furnished at the office of the Superintendent of Pilots, of the vessels piloted by him with the amount of pilotage received in each case, and each sea pilot shall pay one shilling for every ship piloted outwards, and each sea pilot having only an "in" branch sixpence for every vessel piloted inwards, and each river pilot one shilling for every ship piloted inwards in the river.

Such returns and payments shall be made by each pilot at least once per month at the office of the Superintendent of Pilots, and in default of his so doing within five days from the end of each month he shall in each case be fined two shillings and sixpence.

These payments shall be placed to the credit of the Sea Pilots' and River Pilots' Funds respectively, and shall be applied in the same manner as the other monies belonging to these funds.

*Pilots' Apprentices.*

7. Candidates for apprenticeship will be required to prove that they are able to read and write correctly, and that they have a competent knowledge of arithmetic before they can be considered eligible for the pilot service.

8. All candidates for the pilot service shall be bound apprentices for five years to a licensed pilot who has a boat of his own, and no apprentice shall leave the service of the pilot to whom he is bound without permission from his master, and the Pilot Superintendent; and on application for examination for a pilot's licence, proof shall be required in all cases of the satisfactory completion of the five years' term of service. Each apprentice shall serve one year of the above term on board ship, either in the coal or Baltic trade, and shall serve three months of such year on board of steam ships, but such service shall be made at such period of his