

At the Court at Windsor, the 16th day of May, 1878.

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 subject to the provisions contained in the fifth part of that Act it shall be lawful for every Pilotage Authority, by Bye-law made with the consent of Her Majesty in Council, to determine the qualifications and make regulations as to the approval, licensing, and government of Pilots, and to fix, alter, and reduce Pilotage Rates :

And whereas by the twenty-third section of the Harbour of Carlingford Lough Improvement Order, set out in the schedule to the Pier and Harbour Orders Confirmation Act, 1864, it is provided that the Harbour of Carlingford Lough Improvement Commissioners shall be a Pilotage Authority within the meaning of the said Merchant Shipping Act, 1854, and the Acts amending the same, and shall have all the powers conferred by those Acts on Pilotage Authorities :

And whereas the said Commissioners have represented that the present Rates of Bar Pilotage, namely,—

For vessels boarded at any distance outside the Bar of Carlingford not exceeding five miles, Haulbowline Lighthouse bearing N.E. to N.W. to Warrenpoint Roads,—

For every vessel from a foreign port 2s. 0d. per foot of draft.

For every Cross Channel Trader or Coaster 10d. per foot of draft.

For vessels boarded inside the Bar to Warrenpoint Roads,—

For every vessel from a Foreign Port, 1s. 4d. per foot of draft.

For every Cross Channel Trader or Coaster, 6d. per foot of draft.

#### Outwards.

One third of the above rates ; are inadequate, and have, in exercise of the powers in them vested by the said Merchant Shipping Act, 1854, and the aforesaid Order, made and submitted for the consent of Her Majesty certain Bye-laws, a copy of which is set forth in the schedule hereunto annexed, providing for the better government of the Pilots within their district and under their jurisdiction, and fixing the remuneration to be hereafter paid to such Pilots, in lieu of the existing Pilotage Rates payable within such district and under such jurisdiction :

And whereas it has been made to appear to Her Majesty that the said proposed Bye-laws are proper and reasonable :

Now therefore Her Majesty, by virtue of the power vested in Her by "The Merchant Shipping Act, 1854," by and with the advice of Her Privy Council, is pleased to approve of and signify Her consent to the said Bye-laws, as Bye-laws of the said Pilotage Authority with respect to the Pilotage of their district, and to approve of the substitution, on and after the date of this Order, of the Pilotage Rates named in the said schedule annexed hereto for the rates heretofore in force.

C. L. Peel.

#### SCHEDULE.

BYE-LAWS FOR THE LICENSING AND MANAGEMENT OF PILOTS.

1. The Joint Pilotage Committee will, from time to time, determine the number of Pilots

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necessary for the efficient performance of the service, and when any vacancy occurs in the number so determined on, or when a greater number of Pilots are required, the Harbour Master shall affix a public notice at the Harbour Office, Greenore, specifying the number of Pilots required, and the date on which their applications and testimonials are to be deposited at the said Harbour Office.

2. Every person presenting himself for examination as Pilot for the Bar of Carlingford must produce satisfactory evidence to the Pilot Committee—

a. That he is between the age of 22 and 35 years, and has been three years in actual service at sea (two of said years must have been in square-rigged vessels), and also that he has been at least three years in the habit of occasionally accompanying Pilots in actual service in their boats, or on board vessels in charge of a Licensed Pilot.

b. He must be able to prove satisfactorily that he is either the owner or part owner of a good and efficient boat, thoroughly equipped, ready at all times to board vessels in the offing.

c. He must have satisfactory character of recent date, from either the Masters he sailed with, or from some known respectable person on shore, that he is a thoroughly sober steady man.

d. He must be able to answer any questions that may be put to him by the Examiners, as to his knowledge of the Lough and its approaches, the navigation thereof, and the working and management of square-rigged vessels.

3. For the purpose of enforcing attention to the following regulations, the duly commissioned Harbour Master of the Carlingford Lough Commissioners shall in future be the Superintendent of the Bar Pilots.

4. A Pilot when on board of any vessel other than a coaster is not permitted to take the helm, which shall be in charge of one of the crew, to whom he shall give his orders.

5. Pilots are not permitted to anchor vessels in their charge, either in the Cut on the Bar, or between the Frazer Buoy to the south and the Watson Buoy to the north ; if through circumstances of great emergency they are obliged to anchor inside these limits, they must shift the vessel after the next slack water.

Penalty for non-observance of this order a sum not exceeding five pounds.

6. When a Pilot takes charge of any vessel either coming from or going to sea, he is not to quit her, either by day or night, till the service be complete, without permission in writing from the Master, or, in his absence, from the Mate of such vessel.

Penalty not exceeding forty shillings.

7. It is the duty of Pilots to prevent any breach of the Revenue Laws. No article subject to duty is allowed to be brought away from any vessel whatever, either to a Pilot or other boat, and in case of any such landing, or attempt to land taking place before the vessel is boarded by the proper Revenue Officer, and while in charge of a Pilot, the Superintendent shall at once suspend the Pilot till the next meeting of the Pilot Committee, when he will be brought up for trial.

8. Pilots are not permitted to quarrel on board a vessel, but must make their complaint to the Superintendent if they consider themselves aggrieved.

Penalty not exceeding ten shillings.