

with the express consent of the Board. And in case the Pilotage Board shall at any time be of opinion that an increased number of Pilots are required in the said district, and there shall not be a sufficient number of duly qualified apprentices to supply the deficiency, the Board shall be at liberty to dispense with all or any part of the said apprenticeships or other requirement, and after examination to appoint any fit and proper person (having previously served five years as master or mate of a vessel) to act as a Pilot without having served such term of apprenticeship or complied with such other requirements. This clause to affect apprentices made after the 1st January, 1883.

6. Each Pilot shall provide himself with a good and efficient skiff, or pilot boat, which shall be approved of and registered by the Board, he paying two shillings and sixpence for such register. And such skiff or boat shall be kept in good repair and be subject to periodical examinations by the Board; and there shall be one indentured apprentice to each Pilot. Two, but not more than three Pilots may, by the permission of the Board, sail in the same boat, and act in conjunction.

7. Pilots shall be divided into two divisions. The first division to comprise Channel Pilots, the second division Port Pilots. Channel Pilots shall be entitled to conduct vessels within the Cardiff Pilotage district. Port Pilots shall be entitled to conduct vessels only within the limits of the Port of Cardiff; that is to say,—Not to the eastward of a line drawn from the Rumney River to East Cardiff buoy and Monkstone; not to the southward of a line drawn from the Monkstone to the Wolves; not to the westward of a line drawn from the Wolves to Lavernock. Port Pilots may take shelter under Sully Island with an easterly wind during ebb tide. The division for which a Pilot shall be licensed shall be determined upon the report of the examining officers. And subject to the provision contained in the 26th Section of "The Bristol Channel Pilotage Act, 1861," no Pilot shall be entitled to a license in another division until after he shall have been in active service as a Pilot within the district aforesaid for two years in his then present division, and shall have passed a satisfactory examination.

8. If by stress of weather, accident, or Captain's desire any ship or vessel be compelled to bear up and return from the westward the Pilot in charge shall be paid the rate of pilotage for the distance he may have proceeded and one third pilotage, in addition to the rates fixed for such a distance on account of bringing such ship or vessel back again.

9. Each Pilot's skiff or boat shall have her number painted on each bow, and the name of the Pilot or Pilots as well as her own name and the name of the port painted in legible characters upon the stern; and shall have the letter C marked in black paint of not less than four feet in length and the letter f eighteen inches in length, painted on a level with the top of the letter C, at a distance of three feet, on her mainsail; and shall by day carry at her mast head a flag of not less than six feet by four feet, in two colours, the upper horizontal half white and the lower part red; and at night each Pilot's skiff or boat shall carry a white light only at the mast head, and shall exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed fifteen minutes. Every Pilot shall, immediately on boarding any vessel and taking charge thereof, hoist a flag in some conspicuous place, and keep the same flying during the time he so remains in charge: the flag to be

the regular pilot flag, red-and-white for Channel Pilots, with the colours horizontal; and Port Pilots, in addition thereto, bearing in the centre of their flags the letter P in black of not less than two feet in length. In case of default in any of the above requirements the Pilot to be liable to a penalty not exceeding twenty pounds for every breach thereof.

10. Each Pilot shall, within twenty-four hours after his return from a cruise report himself to the Clerk, and make a full and proper return, giving the number of his boat, the day of his last sailing for sea, the distance he proceeded, the date of his return, the name, flag, and Captain's name of the ship he may have taken in charge or brought to port, together with the port from which the ship may have come. If in ballast or with cargo, with the name of consignee, the draught of water of the ship and registered tonnage. Penalty not exceeding five pounds for the first offence, and the loss of his license for any subsequent offence, or such other punishment as the Pilotage Board may think necessary.

11. Each Pilot shall account for all money received by him for pilotage to the Clerk on the day following that on which it is received, or in case of such money being received at sea, then the Pilot shall deliver an account for same to the Clerk as soon as he returns to port. And all claims for extra days shall be inserted in the certificate of pilotage, and signed for by the Master of the vessel. Any Pilot violating this rule shall be subject to a penalty not exceeding ten pounds for the first offence, and for the second offence to the forfeiture of his license, or such other punishment as the Pilotage Board may think necessary.

12. Any Captain, Master, or Agent of any ship or vessel bound to sea, who may make application at the office of the Board for a Pilot, shall give the ship's draught of water and registered tonnage, with such other information as may be required; and upon payment of the Pilotage fees shall have a Pilot named and appointed to take charge of his ship or vessel, preference in all cases to be given to the Pilot who piloted the ship inwards. Such application to be made during office hours, and at least twelve hours before the Pilot shall be wanted. Any Pilot attending after being ordered, and the Captain declining to go to sea (except the weather be such as to prevent his going), shall receive the sum of 10s. for each attendance.

13. Any Pilot who shall refuse or neglect to proceed to either of the Pilot stations in the Channel fixed by the Board, when ordered to do so by the Clerk, unless prevented by illness or the loss of his boat, or who shall be guilty of drunkenness, or of insolent or abusive language, or unwarrantable conduct towards any member of the Pilotage Board, or the Clerk, or other officer of such Board, or the Captain, Master, or Agent of any ship or vessel for which he may be engaged, shall be liable to a penalty not exceeding £10 for the first offence; and for the second, or any subsequent offence, to a like penalty, or the loss of his license.

14. Any Pilot who may absent himself from duty, or go overland to take charge of any ship or vessel, or seek employment otherwise than in his own boat, without the written consent of the Clerk, shall be liable to a penalty not exceeding £10.

15. Should any Owner or Captain apply for a Pilot to be sent for the purpose of bringing a vessel to Cardiff, such application must be made to the Pilotage Office, and a Pilot be sent according to the rotation of the Printed Pilotage List. Should