

To exercise supervision and control, under the Board, over all the Pilots and Pilots' Assistants, so as to see that the Pilot Acts and these Bye-laws are duly observed.

To obtain from the Pilots a report of all occurrences affecting the service on which the Commissioners or himself may require information.

To hear and determine such differences as may arise between the Pilots and the Pilots' Assistants.

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 to any alterations in the state of the bar or deep-water channels.

To keep a daily journal, and to enter therein daily the direction and nature of the wind, the marking of the barometer and swell of the bar.

To assist in obtaining the daily returns from the Pilots of the vessels piloted, docked, undocked, moved or transported by them.

To see that Pilot cables are properly numbered in figures of not less than 15 inches in length, commencing at No. 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 Assistant, the date of his entering the service and his character, 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 licenses.

To carry out all orders and regulations of the Board or the Nautical Committee, which may be, from time to time, issued relative to the piloting of vessels, and the keeping of a sufficient number of Pilots always on duty for sea or river service, or relative to other matters within the scope of his duties.

To report to the Nautical Committee and to the Board, 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 Board, and the Pilot Superintendent shall not compromise any offence of a Pilot.

The time of the Pilot Superintendent shall be wholly devoted to the service of the Board.

Pilots.

3. From and after the 1st day of October, 1880, and as to Pilots thereafter and hereafter licensed by the Commissioners, the distinction theretofore existing between Sea and River Pilots shall be abolished, and there shall be but one class of Pilots hereafter licensed, who upon qualifying as hereinafter mentioned shall be licensed, and during the continuance of their licenses empowered to pilot vessels to and from and throughout any part of the Tyne Pilotage District, as defined by Clause 10 of the Provisional Order confirmed by and set out in a Schedule to the Tyne Pilotage Order Confirmation Act, 1865.

4. Sea and River Pilots licensed prior to the

1st day of October, 1880, shall be competent, but not compellable, to qualify themselves to pilot vessels beyond the Sea and River Districts respectively, and on their, or any of them, qualifying as hereinafter mentioned, shall be at liberty to pilot ships to and from and throughout any part of the said Tyne Pilotage District.

5. There shall henceforth be only one class of Pilots, who may conduct vessels of any tonnage.

6. 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 Pilot Superintendent all accidents 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. 16. 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 the river or from any dock, he shall repair on board at least two hours before high water, or when required by the Captain, to ascertain if the vessel of which he is about to take charge is ready for sea, or to anchor in the river, and except with the consent of the Master he shall not leave a vessel piloted seawards until she is fairly clear of the entrance to the harbour. He shall obey and execute all orders received from the Commissioners or the Nautical Committee, the Secretary, or the Pilot Superintendent. No Pilot shall be absent from duty without the permission of the Pilot Superintendent.

7. Sea and River Pilots licensed before the 1st day of October, 1880, obtaining general licenses under the 21st Bye-law, shall receive the same free of charge. Every Pilot hereafter licensed shall, on receiving his license, pay to the Commissioners a fee of £4, and for the annual renewal of his license £1, and for the renewal of any license in place of one lost, £1. Pilots not obtaining a general license under the 20th Bye-law shall, as heretofore, pay for the annual renewal of each license, 10s., and for the renewal of any license in place of one lost, 10s. Every Pensioner who continues to be actively engaged in the pilotage service shall be liable to pay the annual renewal fee during each year that he earns pilotage amounting to £50 or upwards. Pensioners ceasing to be actively engaged shall be exempt.

8. Each Pilot shall make daily returns on forms to be prescribed by and furnished at an office of the Commissioners, of the vessels piloted, docked, undocked, moved, or in any way transported or attended by him, showing the amount of earnings of every description earned each day by every Pilot; such returns shall be made by each Pilot to the Secretary at the principal office of the Commissioners, and in default of his so doing or paying over such pilotage dues as by the 9th Bye-law he is authorized to receive, he shall in each case be subject to a deduction from his share of pilotage of a sum not exceeding ten shillings, and be liable to have his License withdrawn or suspended.

9. Every Pilot is prohibited from receiving from any Owner, Consignee, Agent, or Master any pilotage dues or earnings of any description, excepting only when there is no Owner, Consignee, or Agent of the vessel piloted resident or