

and the name of the pilot or pilots, as well as her own name and the name of the port to which she belongs, painted on her stern in white letters, at least one inch broad and three inches long, and shall also have the letter G marked in black paint, of not less than three feet in length on her mainsail, and shall by day carry at her masthead a flag of not less than four feet by three feet of two colours, the upper horizontal half white and the lower part red; and at night each pilot's boat shall carry a white light only at the masthead, 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, cause to be hoisted a similar flag to the one described in some conspicuous place, and keep the same flying during the time he so remains in charge. In case of default in any of the above requirements, the pilot to be liable under a penalty not exceeding twenty pounds for every breach thereof.

23. Whenever any qualified pilot is carried off in a boat or ship not in the pilotage service, he shall exhibit a flag of the above description, in order to show that such boat or ship has a qualified pilot on board, and if he fails to do so without any reasonable cause he shall incur a penalty not exceeding fifty pounds.

24. Any pilot who shall refuse, or neglect, or wilfully delays to proceed to sea when ordered by the Pilot Master or other person duly appointed by the Board, unless prevented by illness or unavoidable circumstances, or who shall be guilty of drunkenness when in the discharge of his duty, or of insolent and unwarrantable conduct towards the Pilot Master, or his agent, or the Board, or any master, owner, or agent of any vessel for which he may be engaged, shall be liable to a penalty of not exceeding twenty pounds or the loss of his license.

25. Any pilot who may absent himself from duty without the written consent of the Board, or the Pilot Master, shall be liable to a penalty of not exceeding twenty pounds: and no pilot shall be absent from Sharpness more than seven days at a time under a like penalty unless from unavoidable circumstances.

26. Any pilot having charge of a vessel inward bound, except to a port to which he is not licensed, shall not be released from his duties or responsibilities until such vessel is securely moored in the dock, basin, or harbour of the port; but if in charge of a vessel bound to a port to which he is not licensed, he shall be released from his duties and responsibilities when such vessel is securely anchored in the nearest roadstead to the port to which she is bound, and if outward bound, to such distance or stage for which he has been engaged. Any pilot violating this rule shall be subject to a

penalty not exceeding twenty pounds or the loss of his license.

27. Every master, owner, or agent of any vessel who shall employ within the limits of this pilotage district, any unlicensed person to act as, or perform the duty of pilot, unless proved that no licensed pilot could be obtained, or who shall retain such unlicensed pilot on board to act as a pilot, after a licensed pilot shall have offered his services, shall be subject to a penalty of not exceeding fifty pounds for every such offence.

28. If any vessel, whilst in charge of a pilot, does, or receives damages, the pilot shall immediately report the same to the Pilot Master, and the circumstances of the accident will be investigated by the Board, and the Board may, if it sees fit, require the license of the pilot to be given up to the Board.

29. The pilots shall make a survey of the River Severn between Kingroad and Sharpness, at low water, once a month at least, and shall report from time to time to the Board any changes which may have taken place in the navigable channel.

30. Every pilot shall strictly conform to the directions of the Harbour or Dock Master, touching the bringing into port or going out of port, the mooring or unmooring, placing or removing any ship or vessel which such pilot may have under his charge.

31. The licenses of the pilots shall be renewed annually, or otherwise, at the discretion of the Board, on the first week in January, and a fee of two pounds and two shillings shall be paid by each pilot to the Board upon receiving his license, and one pound one shilling upon each renewal of it; and each pilot shall pay to the Board an annual sum of two shillings and sixpence for registering his boat.

32. In cases of dispute between masters of vessels and pilots, the decision of the Board shall be final.

33. Each pilot shall be furnished with and keep in his possession, a printed copy of these bye-laws and regulations, and he shall produce the same to the master of any vessel or other person employing him when required to do so, under a penalty, in case of default, of not exceeding five pounds.

34. The Board shall have full power to enquire into the conduct of pilots towards their apprentices and vice versa, and to investigate all complaints made by pilots against their apprentices, and also by apprentices against pilots, whether they may be the masters to such apprentices or not, and also into the general conduct of apprentices and pilots; and the Board shall have full power to make such orders or to inflict fines or penalties in reference thereto. And also to direct any apprenticeship indenture to be cancelled upon such terms and conditions as shall be determined.