

IV. Harbour Pilots must always be in readiness with a boat, approved of and licensed, and manned as aforesaid, and must take charge of any vessel when required, and attend *exclusively* on the vessel they have charge of, and on no account whatever go to any other while so engaged, unless in cases of great necessity, bad weather, or extreme danger, and then only with the consent of the captain on whose vessel they are attending.

V. The duty of the Pilot and his assistants shall not be fully discharged until the vessel is moored where the Harbour or Dock Master may direct at the tide or time she enters.

VI. The Master of every vessel, if a Pilot is employed, shall sign and deliver to the Pilot a certificate, stating (in words) the number of feet of water which his vessel draws, and her tonnage and whether she was towed by a steamer.

VII. Pilots are required to make themselves thoroughly acquainted with the signals of the port and the Bye-laws and Regulations, and also frequently to inspect the entrance of the harbour, and the harbour itself, at low water spring tides, especially after storms or land floods; and when, through ignorance, negligence, or otherwise, they permit vessels to run aground, they will be severely punished and held responsible for damage caused to any of the harbour works, dredging plant, or other property.

VIII. The Superintendent, Harbour Master, or Dock Master has power to give directions to Pilots, and order them to take charge of any vessel when wanted; and also from time to time to inspect the boats and crews, and see that the Pilots do their duty and observe the Regulations.

IX. In case a pilot boat shall during a gale of wind be prevented from any sufficient cause from boarding any vessel having a signal for a Pilot, the Pilot shall run his boat ahead of such vessel and direct her course so far as it may be in his power, and shall be entitled for such service to the usual dues.

X. A Pilot having charge of any ship or vessel going out of or coming into the Harbour of Inverness, including the river, shall observe strict sobriety and civility; and if he shall be guilty of using improper or disrespectful language to his employers, or shall through negligence, incapacity, or in any other manner, occasion injury to the vessel of which he has charge, or to any other ship or vessel, he shall be liable in a penalty of not less than one pound nor exceeding five pounds, besides the damage occasioned by his negligence or misconduct; and for a second offence he shall be liable in the like penalties, besides forfeiting his licence.

XI. No Pilot shall be entitled to charge higher rates than those authorized under a penalty of not less than one pound nor exceeding five pounds; and in case of a second offence of the same description, he shall forfeit his licence.

XII. Any Owner, Master, or other person in charge or command of a vessel, who shall agree, or attempt to agree, with any licensed Pilot to act as Pilot on board of such vessel at lower rates of pilotage than those authorized, shall be liable in a penalty of not less than three pounds nor exceeding five pounds sterling, besides expenses, over and above the full dues of pilotage.

XIII. Any Pilot who shall, upon being applied to, and while neither engaged in performing duty as a Pilot, nor incapacitated by ill-health, refuse to take charge of any vessel, after being applied to by the party in charge of such vessel within the limits of his licence, shall be liable in a penalty of not less than ten shillings nor more than five

pounds; and further, shall be liable to instant dismissal from his office.

XIV. Should the Master of any vessel bound for the Inverness Harbour, and requiring a Pilot, be unable to procure a Licensed Pilot, and be, in consequence, obliged to commit the piloting of his vessel to a person not licensed, such Unlicensed Pilot shall, on the vessel being boarded by a Licensed Pilot, give up his charge, and be entitled to payment only of distance money, the Licensed Pilot being in such a case obliged to allow a reasonable deduction in favour of the person who previously had the charge; and should any Licensed Pilot offer to board a vessel having an Unlicensed Pilot in charge and the Master or other person in command shall refuse to allow him to go on board, the Licensed Pilot shall be entitled to recover from the said Master, Owner, or other person in charge of said vessel, the same rate of pilotage, in name of penalty, for breach of this Regulation, as if the said Licensed Pilot had been received on board on application.

XV. All complaints at the instance of Masters, Owners, or other persons in charge of vessels coming into or going out of the River and Harbour of Inverness, against Pilots, or at the instance of Pilots against the Masters or Owners of vessels, for breach of any of these Regulations, shall be lodged with the Clerks of the Harbour Trustees, who shall have power to bring the offenders or persons complained of before the judge or judges named in the Acts of Parliament relating to pilotage, to be dealt with as thereby provided.

AT the Court at Windsor, the 5th day of July, 1889.

PRESENT,
The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of the Act of the eighth and ninth years of Her Majesty, chapter seventy; of the Act of the fourteenth and fifteenth years of Her Majesty, chapter ninety-seven; of the Act of the nineteenth and twentieth years of Her Majesty, chapter fifty-five; and of the Act of the thirty-fourth and thirty-fifth years of Her Majesty, chapter eighty-two; duly prepared and laid before Her Majesty in Council a representation, bearing date the ninth day of May in the year one thousand eight hundred and eighty-nine in the words following; that is to say:—

“We the Ecclesiastical Commissioners for England in pursuance of the Act of the eighth and ninth years of Your Majesty chapter seventy of the Act of the fourteenth and fifteenth years of Your Majesty chapter ninety-seven of the Act of the nineteenth and twentieth years of Your Majesty chapter fifty-five and of the Act of the thirty-fourth and thirty-fifth years of Your Majesty chapter eighty-two have prepared and now humbly lay before Your Majesty in Council the following representation as to the assignment of a consolidated chapelry to the consecrated church of Saint Mary Magdalene Wandsworth Common situate in Trinity-road in the parish of Saint Anne Wandsworth in the county of Surrey and in the diocese of Rochester.

“Whereas at certain extremities of the said parish of Saint Anne Wandsworth and of the parish of Battersea in the county and diocese aforesaid which said extremities lie contiguous one to another and are described in the schedule hereunder written there is collected together a