

	If under 150 Tons.	If 150 Tons and under 200.	If 200 Tons and under 300.	If 300 Tons and under 400.	If 400 Tons and under 500.	If 500 Tons and under 600.	If 600 Tons and under 800.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Nash Point or Kingroad, or any point East of Nash and West of Kingroad ...	0 15 0	0 17 6	1 0 0	1 5 0	1 7 6	1 10 0	1 15 0
Ilfracombe, or any point West of Nash and East of Ilfracombe ...	1 5 0	1 10 0	1 17 6	2 5 0	2 10 0	2 15 0	3 0 0
Lundy Island, or any point West of Ilfracombe ...	2 0 0	2 7 6	2 17 6	3 5 0	3 10 0	4 0 0	4 7 6

	If 800 Tons and under 1,000.	If 1,000 Tons and under 1,250.	If 1,250 Tons and under 1,500.	If 1,500 Tons and under 1,700.	If 1,700 Tons and under 2,000.	If 2,000 Tons and upwards.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Nash Point or Kingroad, or any point East of Nash and West of Kingroad ...	2 0 0	2 10 0	3 0 0	3 10 0	4 0 0	4 10 0
Ilfracombe, or any point West of Nash and East of Ilfracombe ...	3 15 0	4 15 0	5 15 0	6 10 0	7 5 0	8 0 0
Lundy Island, or any point West of Ilfracombe ...	5 10 0	7 0 0	8 10 0	9 10 0	10 10 0	11 10 0

For the purposes of these Bye-laws and of the above Schedule, the boundaries of Penarth Roads shall be as follows:—On the east an imaginary line drawn from Rumney River to East Cardiff Buoy and the Monkstone, on the south an imaginary line drawn from the Monkstone to the Flat Holm, and on the west an imaginary line drawn from the Flat Holm to Lavernock Point.

4. Any Pilot who may be required to remain on board any ship or vessel for the convenience of the Captain, Master, Owner, or Agent, shall be paid ten shillings per day or part of a day he may be retained on board while at anchor. And any Pilot who may be required to move any ship or vessel from one dock, harbour, or basin, within the district of the Cardiff Roadstead, as defined in Bye-Law No. 1 to another dock, harbour, or basin within the same district, or be employed to pilot any ship or vessel for adjusting compasses, or other purposes, occupying one tide or part of a tide, shall be paid for every ship—

	s. d.
Not exceeding 100 tons register	5 0
100, not exceeding 300 tons register	10 0
300, not exceeding 500 tons register	12 6
500, not exceeding 800 tons register	17 6
800 and upwards	25 0

5. If any master of a ship navigating in or upon the waters of the Bristol Channel within the jurisdiction of the Cardiff Pilotage Board, knowingly employs or continues to employ an unqualified Pilot after a qualified Pilot has offered to take charge of the ship, or has made a signal for that purpose, he shall in every case incur a penalty of double the amount of pilotage demandable for the conduct of the ship.

6. Any master or mate of a vessel who holds a certificate under this Board to enable him to pilot

his vessel within any portion of the district under the jurisdiction of the Board, shall for every time he may navigate his vessel within the waters of the district over which he is licensed, pay into the Cardiff Pilotage Fund a sum not exceeding five per cent. of the amount of pilotage which the vessel of which he is in charge would have paid had the services of a Licensed Pilot been engaged, and every such Master or Mate shall, within a month of the 30th June and 31st December in each year, make a return to the Clerk of the Board of such services rendered by him during the previous six months. But such payment shall not entitle any such Master or Mate to a participation in any of the benefits of the said fund.

7. Except as provided by the 24th Section of "The Bristol Channel Pilotage Act, 1861," and as hereafter mentioned, no person shall be appointed to act as a pilot unless he shall have served a regular apprenticeship for five years to a Channel Pilot in the waters of the district aforesaid, and have afterwards served at sea at least twelve months in square-rigged sailing vessels in the oversea trade, and twelve months in steamers, six months of which must be in the home trade; and no person shall be deemed eligible if less than twenty-five years or more than forty-five years old. 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 with-