

500 tons and not exceeding 800 tons	s. d.
register	2 0
800 tons and upwards	2 6

5. Except as provided by the twenty-fourth 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 pilot in the waters of the district, under the jurisdiction of the Board, and have afterwards served at sea at least twelve months in square-rigged sailing vessels in the oversea trade, and twelve months in steamers, and no person shall be deemed eligible if less than twenty-three years or more than forty-five years old. In case the 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 requirements, 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 first January, one thousand eight hundred and ninety-six.

6. Every candidate for Apprenticeship, before he can be considered eligible for the Pilot service, shall produce satisfactory testimonials as to character, a Surgeon's Certificate that he is of sound health, and a Board of Trade Certificate as to Colour Blindness; he shall prove to the satisfaction of the Board that he is not less than fourteen nor more than eighteen years of age, and that he is able to read and write correctly, and that he has a competent knowledge of arithmetic. Having complied with these requirements he may, after a month's probation, if approved by the Board, be apprenticed to a Pilot for five years.

7. The Indenture of Apprenticeship, which shall be in a form approved by the Board, shall be signed by the Pilot and the Apprentice, and then be registered at the Pilotage Office.

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 be Masters to such Apprentices or not, and into the general conduct of Apprentices. And the Board shall have full power to make such orders or inflict fines in reference thereto, and also to direct any apprenticeship Indenture to be cancelled upon such terms and conditions as shall be determined.

8. The Pilot to whom any Apprentice is serving, shall endorse at the back of every Indenture a statement of time lost by the Apprentice, and of pecuniary losses which have been incurred by the Pilot by reason of the negligence or want of attention of the Apprentice, and such statement shall be initialed by the Pilot and Apprentice on the respective dates when such losses shall be charged against the Apprentice.

9. At the completion of the five years' Apprenticeship the Pilot shall appear before the Board with the Apprentice and his Indenture, and the Board shall thereupon decide as to the amount of time and money (if any) to be made good by the Apprentice, before this Indenture shall be surrendered to him, and such decision shall be finally binding on all parties. Whenever an Apprentice shall for the first time appear before the Board or

their examining Committee for examination for a licence to act as Pilot, this Indenture of Apprenticeship, and all necessary papers as per Bye-laws, shall be submitted to the inspection of the Committee.

10. No person shall be licensed to act as a Pilot in the district unless (in addition to other requirements of Bye-law No. 5) he produce (a) satisfactory testimonials as to his character (b) a recent Board of Trade Certificate as to Colour Blindness, and shall have passed a creditable examination in the following subjects, viz. :—

- (1.) He must be able to give the course and distance between any two places within the limits of the channel.
- (2.) The rise, velocity, and set of the tides.
- (3.) The depth and character of the soundings.
- (4.) The best anchorages, and where to stop for a tide.
- (5.) The sandbanks, rocks, shoals, and other dangers.
- (6.) The landmarks, buoys, lights—their different bearings and distance.
- (7.) The appearance of different headlands.
- (8.) The management of a vessel—to bring her to anchor—to keep her clear of her anchor in a tideway—to moor, unmoor, and get under weigh—and to handle a vessel under any circumstances.

11. Any Master or Mate of a vessel who holds a Certificate under the 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 Newport 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 thirtieth June and thirty-first 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), under a penalty of not exceeding five pounds for every breach thereof.

12. Each Pilot shall provide himself with a good and efficient Pilot skiff or boat, which shall be registered and licensed by the Board, which skiff or boat shall be kept in good repair, and subject to periodical examinations by the Board; only it may be permitted that two or not more than three Pilots may sail in the same boat, and act in conjunction at the discretion of the Board, but there shall be not more than one indentured apprentice to each boat, except by the permission of the Board.

13. Each Pilot skiff or boat shall have on the stern the name of the owner thereof, and the name of the port to which she belongs, painted in white letters, at least one inch broad and three inches long; on each bow the number of the licence of such boat or skiff, and shall have the letter "N" marked in black paint, of not less than three feet in length, in 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 horizontal half red; and at night a white light only, at the masthead, and shall exhibit a flare-up light every fifteen minutes; under a penalty not exceeding twenty pounds for every breach thereof.

14. Every Pilot shall, on taking charge as Pilot of any vessel, cause his flag to be hoisted on board such vessel at the gaff-end under the