

and above his pilotage at the rate of 7s. 6d. per day; and also have his provisions supplied to him.

*Collection and Application of Pilotage. Daily returns of Pilotage.*

27. Every Pilot shall make daily returns, on forms to be prescribed by and furnished at the office of the Pilot Master, 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 Pilot Master at his office, and in default of his so doing or paying over such pilotage dues as by the 28th of these Bye-laws 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to a deduction from his share of pilotage of a sum not exceeding ten shillings, and be liable to have his licence withdrawn or suspended.

*Pilots not themselves to receive pilotage.*

28. 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 carrying on business in either of the Ports of Hartlepool or West Hartlepool. In any such case the Pilot receiving the dues or earnings shall forthwith pay over such dues, without deduction, to the Collector or such other official and at such place and time as the Commissioners may from time to time direct.

*Orders for payment of pilotage.*

29. Every Pilot earning any pilotage dues or earnings of any description, shall on completion of his services, tender for signature to the master or other person in charge of the vessel, a form of order on the owner, consignee, or agent at either of the Ports of Hartlepool or West Hartlepool, for payment of the pilotage dues earned, to be in such order specified, and shall forthwith on receipt of such order deliver the same to the Pilot Master at his office, 20, Dukerstreet, Hartlepool, or at such office and place as the Commissioners shall from time to time prescribe. In no case shall Pilots deliver their pilotage orders at the Pilot Master's office later than the day after vessels have been taken to sea, and every Pilot failing to do so, without sufficient reason, shall be reported by the Pilot Master to the Commissioners, and in each such instance the pilotage shall be retained until the Commissioners have given their decision thereon.

*All pilotage to be paid to Collector.*

30. All owners, consignees, and agents at either of the ports of Hartlepool or West Hartlepool, of vessels piloted in the Hartlepoons' pilotage district, are hereby required to pay all pilotage dues of every description to the Commissioners' Collector for the time being and not to any Pilot. This Bye-law is not to be construed to abridge or affect the liability of owners, masters, consignees or agents to pay pilotage dues as prescribed by the Merchant Shipping Act, 1894, and is intended to provide for payment of pilotage dues to the Commissioners' Collector instead of to the Pilots as heretofore.

*Deductions from Pilotage Dues.*

31. From the gross amount of pilotage dues and earnings received by the Commissioners, there shall from time to time be deducted: (one) the contributions of Pilots under the fifty-seventh Bye-law; and (two) the cost of collection of earnings of all the Pilots. Such deductions or any of them, may in the first place be upon estimate,

subject to subsequent quarterly or other adjustment, and it shall not be open to any Pilot to recover from the Commissioners any deduction made from the gross pilotage earnings by virtue of this or any other Bye-law.

*Division of net Earnings.*

32. The net amount of all pilotage earnings of every description received by the Commissioners shall, after the deductions mentioned or referred to in the thirty-first Bye-law, be divided between the Pilots earning such pilotage, in proportion to the amount of pilotage earned by each Pilot. The division of such net pilotage shall take place as nearly as may be weekly, or more frequently at the discretion of the Commissioners, and the decision of the Commissioners as to the share of any Pilot on any such division shall be conclusive.

*No action against the Commissioners.*

33. No action shall be brought or claim set up against the Commissioners by any Pilot in respect of the collection, apportionment, or division by the Commissioners from time to time of the pilotage earnings.

*Distinguishing Characteristics of Pilot Cobles.*

34. The distinguishing characteristics of the Pilot Cobles shall be the letter "H" and numbers painted white on the bows of the said Cobles on a black ground, and the numbers will be regulated by the dates of the original Licences, such letters and numbers to be twelve inches long, and each Pilot Coble when at sea shall exhibit a flag two feet by eighteen inches at the peak of the sail; such flag to be of two colours, the upper horizontal half, white; and the lower horizontal half, red.

*Pilots to provide themselves with Flags and to keep same flying on board Vessels of which they are in charge.*

35. Every pilot shall provide himself with a red and white flag three feet long and two feet wide whereof the upper half is white and the lower half is red, and each Pilot on taking charge of any vessel shall cause his flag to be hoisted on board such vessel not less than twenty feet above the deck, at the gaff end under the ensign or wherever it may be best seen (except on the foremast), and he shall keep his flag continually flying until he leaves the vessel. This applies to all vessels, whether outward or inward bound, at sea or in port, under weigh or at anchor, and under all circumstances, so long as a Pilot is in charge. In the event of a breach of this or the previous Bye-law the Pilot so offending shall be subject to a penalty not exceeding five pounds.

*Pilots to obtain consent of Pilot Master if they require to go off in any other manner than in their Pilot Cobles.*

36. If any Pilot shall, under special circumstances, have to go off to board any Ship or Vessel in any other manner than in his pilot coble, he shall, if practicable, first obtain the consent of the Pilot Master, but in all cases he must exhibit his proper pilot flag in some conspicuous place on board of the steamer or other craft in which he may go off.

*Licence not to be altered by holder.*

37. No Pilot shall add to or in any way alter his Licence, or make or alter any Indorsement thereon, nor shall he be privy to any such Licence or Indorsement being altered.

*Pilots to report alterations in Sand or Channels and displacement of Buoys or Beacons.*

38. Every Pilot who shall observe any