

- (k.) To introduce steady, sober, and qualified young men, not under twenty-one years of age, as they stand in the register book for examination for licenses.
- (l.) To assist in the examination of persons applying for licenses.
- (m.) To carry out all orders and regulations of the Tees Pilotage Commissioners, which may be from time to time issued, relative to the piloting of vessels or to other matters within the scope of his duties.
- (n.) To report to the Tees Pilotage Commissioners, from time to time, in a book to be kept for that purpose, on all the above subjects, and also on all cases of misconduct or breach of the Bye-laws that may come to his knowledge on the part of any of the pilots.
- (o.) All instances of neglect of duty shall be brought before the Tees Pilotage Commissioners, and the Pilot Superintendent shall not compromise any offence by any pilot.

*Clerk.*

The Clerk shall keep a record of the sentence or punishment passed or imposed upon the pilots.

*Pilots.*

3. The number of pilots shall be limited to such number as the Commissioners may from time to time direct.

4. There shall be two classes of pilots, namely, first and second class, of which there shall be two orders, namely:—

First class pilots to pilot both in and out of the Tees.

Second class pilots to pilot both in and out of the Tees.

First class pilots to pilot inwards only.

Second class pilots to pilot inwards only.

First class pilots may conduct vessels of any tonnage. Second class pilots may conduct vessels of the following tonnage, namely:—

(a.) During the first year, vessels not exceeding four hundred tons net register. During the second year, vessels not exceeding five hundred tons net register; and during the third year, vessels not exceeding six hundred tons net register.

(b.) When, in case of necessity, a second class pilot shall be in charge of a vessel exceeding his tonnage, then he must keep the Jack flying, with his pilot flag underneath the Jack. In case of a breach of this section the pilot shall be liable to forfeit the pilotage, and in such case the amount shall be paid into the pilotage fund.

(c.) Any vessel exceeding the above tonnage which may from necessity take on board a second class pilot, shall, if possible, exchange him for a first class pilot out of any licensed boat she may meet; and the Pilot Master shall decide what proportion of the pilotage shall be paid to such pilot for the service he has rendered; and every pilot shall state his true position in the service to the master of any vessel he may take in charge.

5. Every pilot when required to pilot any ship or vessel shall, if under engagement to any other ship, forthwith make known such engagement, and specify the particulars thereof truly and faithfully to the person calling for or requiring such pilot's service; and in case of any concealment, misrepresentation, or falsehood, in respect of such alleged previous engagement, the pilot offending shall be subject to a penalty of ten pounds.

6. Every pilot shall use his utmost care and

diligence to conduct the ships and vessels under his charge without damage or doing injury to others; and shall behave himself with strict sobriety and due respect towards the owners, masters, and officers thereof; and shall not leave his vessel until she is safely and permanently moored in harbour, river, or dock; and shall, within twenty-four hours after his leaving such vessel, report to the pilot superintendent all accidents which may have happened to such vessel while under his direction. He shall always have with him when on duty a copy of these Bye-laws, his license, and a pilot flag as described in the thirty-first of these Bye-laws. On taking charge of a vessel, he shall if required exhibit his license to the officer in command. In the case of vessels outward bound from the river or from any dock, he shall repair on board at least two hours before high water, or when required by the master, to ascertain if the vessel of which he is about to take charge is ready for sea, or to moor in the river, and except with the consent of the master, he shall not leave a vessel piloted seawards until she is fairly clear of the entrance to the harbour. He shall obey and execute all orders received from the Commissioners or the examining committee, the clerk, or the pilot superintendent. No pilot shall absent himself from duty without the permission of the pilot superintendent.

7. Every pilot engaged to pilot a vessel lying in the river, and bound into the dock, shall be on board at least one hour before high water to make ready for going into dock.

8. Every pilot taking charge of a vessel shall be held responsible until the pilotage is completed; but in case such pilot shall obtain the services of a substitute who is accepted by the master of the vessel, such substitute shall continue in charge until the pilotage is completed, and shall be responsible as if he had been the pilot originally appointed.

9. In case a pilot is requested by a master, owner, or agent of the ship, to proceed to some other port with the view of bringing his ship into the River Tees, the pilot must at once apply to the Pilot Master for permission, and in no case will permission be granted for a pilot to proceed further north than Firth of Forth, or further south than the Humber.

10. No pilot shall board any vessel from an unauthorized boat or steamer except the steamer provided for the purpose by the Commissioners, except in cases of emergency to be allowed by the Board.

11. Every pilot using the pilot steamer shall take his turn whether the vessel requiring a pilot be large or small, and if all the pilots obtain vessels and the pilot steamer has to return for a relay of pilots, then as soon as a sufficient number are on board, the pilot steamer shall immediately proceed to sea again.

12. When two or more licensed pilot boats are making for the same vessel, the pilot in the first or leading boat shall be entitled to board such vessel, and the other pilots in the vicinity shall not interfere in any way in the act of boarding, but shall keep off at a distance of at least one quarter of a mile.

13. No pilot shall be allowed to be towed outwards by any steamer, steam tug, or vessel towed by steam power. This rule is not to prevent any pilot being towed down as far as the barge, provided that he does not wilfully tow past another pilot with the object of cutting him out from a ship. Nor is it to prevent any pilot being towed homeward, and if whilst so doing he should fall in with any vessel requiring a pilot,