

"Certificated Master or Mate" means and includes a Master or Mate who holds a Pilotage Certificate granted in pursuance of "The Merchant Shipping Act, 1894," and who is acting within the Pilotage District as Master or Mate of any ship in respect of which such Certificate was granted.

Pilots.

3. No person shall be qualified to become a Candidate for the office of Pilot unless he shall have served an apprenticeship to a Pilot for five years or upwards or shall have been employed in cruising to the westward for seven years or upwards in a Pilot Skiff and in either case shall also have served for one year in a vessel trading between Bristol and some place outside the Bristol Channel and shall be over twenty-five and under forty-five years of age.

4. No person shall be eligible to be licensed to act either as Pilot or as a Certificated Master or Mate within the Pilotage District unless he produce to the Pilotage Authority satisfactory testimonials as to character, a certificate from a Medical Officer to be appointed by the Pilotage Committee that he is not suffering from any ailment which would prevent his performing his duties efficiently, and a recent Board of Trade Certificate as to his effective vision and freedom from colour blindness, and until he shall have satisfied the Pilotage Authority as to his knowledge in the following subjects, viz. :—

(1) The rules of the road at sea and the rules and regulations to be observed for the preventing collisions at sea, as laid down from time to time by the Board of Trade.

(2) The Bristol Channel and the River Avon, and the proper method of navigating the same respectively.

(3) The management of vessels, both steam and sailing, how to bring them to anchor and to keep them clear of their anchors in a tide way, and how to moor, unmoor and get them under weigh.

5. Pilots shall be divided into two classes, viz. :—First class and second class Pilots. First class Pilots may pilot vessels of any tonnage, and second class Pilots may pilot sailing vessels of not exceeding 1,200 tons register and steam vessels of not exceeding 1,000 tons register.

6. After a second class Pilot shall have served in that capacity for not less than one year without any serious mishap to a vessel while in his charge through his own default he shall be qualified to be licensed as a first class Pilot.

7. Whenever a sailing vessel exceeding 1,200 tons register or a steam vessel exceeding 1,000 tons register shall from necessity take on board a second class Pilot, in addition to the usual flag, a blue and white flag shall be kept flying showing that the Pilot in charge is a second class Pilot, and such vessel shall at the first practicable moment exchange such Pilot for a first class Pilot. In any such case when a first class Pilot shall supersede a second class Pilot the Master shall pay to the second class Pilot a proportionate sum for his services and deduct that sum from the charge of the first class Pilot, and in case of dispute the Pilotage Committee shall determine the proportionate sums to which each party is entitled. No second class Pilot shall continue in charge of a sailing vessel exceeding 1,200 tons register or a steam vessel exceeding 1,000 tons register after a first class Pilot has offered to take charge of her. Provided that in no case shall a change of Pilots take place on board a vessel after such vessel shall have entered the River Avon.

8. Every Pilot shall upon first receiving a licence pay the sum of £2 2s. to the Pilotage Authority, and shall also pay to them the sum of £1 1s. on receiving every subsequent licence. Every Certificated Master or Mate upon receiving his Certificate shall pay to the Pilotage Authority the sum of £2 2s., and shall also pay to them the sum of £1 1s. on every renewal thereof.

9. No Pilot shall absent himself from his duty without the written permission of the Haven Master.

10. No Pilot when proceeding to the outer limits of the Pilotage District to cruise, or when cruising therein in his pilot boat or in that of another Pilot, shall be towed by a steam vessel so as to prejudice the opportunity of any other Pilot to board an incoming vessel; nor shall he endeavour to obtain the pilotage of any vessel when another Pilot is attempting to board her, under the penalty of forfeiting the pilotage fee to the Pilot whose opportunity of employment has been lost thereby.

11. Every Pilot on boarding a ship for the purpose of piloting her to her destination shall demand of the Master or other Officer in charge, a statement in writing of her draught of water forward and aft.

12. No Pilot shall conduct himself contemptuously, or give abuse, or use improper language to the Haven Master; and every Pilot shall behave himself with strict sobriety and with due civility towards the Owner, Master and Officers of any vessel under his charge.

13. Every Pilot shall obey and execute all orders and regulations given and issued by the Pilotage Authority or the Haven Master, and obey the orders and directions of the Haven Master as to the number of boats and men to be employed in assisting to navigate any vessel up or down the River Avon or to moor or unmoor her in such river, or to enter any of the docks within the Port of Bristol, and he shall also strictly comply with the directions of the Harbour or Dock Master touching the docking or undocking, mooring or unmooring, towing or removing any ship or vessel which such Pilot may have under his charge, so long as such vessel shall be within the limits of the authority of any such Harbour or Dock Master.

14. Every Pilot shall use his utmost care and diligence to conduct vessels under his charge to their destination safely and without damage to other vessels.

15. No Pilot shall leave any inward bound vessel of which he has charge, unless being a second class Pilot to be superseded by a first class Pilot in pursuance of the 7th Clause hereof, until she is safely moored in one of the docks.

16. Pilots shall go on board of outward bound vessels in sufficient time before leaving the dock to ascertain whether they are ready to proceed to sea or anchor in Kingroad; and Pilots are in particular to personally satisfy themselves that the steering gear is connected and in working condition.

17. No pilot shall neglect or refuse to proceed to sea from any of the docks with any vessel which he is qualified to pilot when requested to do so by the Master or Owner of such vessel. In case of refusal he shall at once give his reason therefor in writing to the Haven Master, who shall report the matter at the next meeting of the Pilotage Committee.

18. Whenever any accident shall have happened to or been caused by any vessel while in charge of a Pilot, such Pilot shall within twenty-four hours after arrival or after leaving the vessel, fully