

lights in the River Humber above Hull, and had also erected and exhibited certain additional shore lights and beacons.

And whereas by an Order in Council dated the thirtieth day of January, one thousand eight hundred and ninety-three, the said Corporation were authorized to charge the following dues in respect of every ship (whether British or Foreign) which being in the Humber shall pass or derive benefit from the floating and shore lights and beacons or any of them for the time being maintained or exhibited above Hull by the said Corporation (except vessels of Her Majesty's Royal Navy Government Revenue vessels, vessels belonging to or used by the General Lighthouse Authorities or by the Board of Trade, and vessels when supplied with the ordinary fishing gear, and employed in catching fish, or in carrying to port fresh fish from the fishing grounds), namely, for each time of passing or deriving benefit from such floating and shore lights and beacons, or any of them, if the burthen of such vessel shall be less than twenty tons, the sum of threepence, and if the burthen of such vessel shall amount to or exceed twenty tons, a sum which shall be at the rate of threepence for every entire number of ten tons in the burthen of such vessel including the first twenty tons.

And whereas the Corporation have applied for the consent of Her Majesty in Council to the reduction of the said dues.

Now, therefore, Her Majesty, by virtue of the power vested in Her by "The Merchant Shipping Act, 1894," and by and with the advice of Her Privy Council, doth hereby signify Her consent to the following reduction being made in the said dues on and from the seventh day of March, one thousand nine hundred: viz., that in place of the sum of threepence the sum of twopence shall be charged if the burthen of such vessel shall be less than twenty tons; and if the burthen of such vessel shall amount to or exceed twenty tons asum which shall be at the rate of twopence for every entire number of ten tons in the burthen of such vessel, including the first twenty tons.

A. W. FitzRoy.

AT the Court at *Windsor*, the 3rd day of *March*, 1900.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by the five hundred and eighty-second and five hundred and eighty-third sections of "The Merchant Shipping Act, 1894," it is enacted that a Pilotage Authority may, by Bye-law made under Part X of that Act, do all or any of the things specified in section five hundred and eighty-two; but that a bye-law so made shall not have any effect until it is submitted to Her Majesty in Council and confirmed by Order in Council:

And whereas the Port Talbot Pilotage Board as the Pilotage Authority for the Hartour of Port Talbot have made and submitted for the consent of Her Majesty certain bye-laws, which proposed bye-laws are set forth in the Schedule hereto annexed:

And whereas it has been made to appear to Her Majesty that the proposed bye-laws are proper and reasonable:

And whereas the provisions of section one of "The Rules Publication Act, 1893," have been complied with:

Now, therefore, Her Majesty, by virtue of the powers vested in Her by "The Merchant Shipping Act, 1894," and by and with the advice of Her Privy Council is pleased to confirm and doth hereby confirm the bye-laws set forth in the Schedule hereto annexed. *A. W. FitzRoy.*

SCHEDULE to which the foregoing Order refers.

PORT TALBOT.—PILOTAGE RATES, BYE-LAWS, AND REGULATIONS.

1. Pilots are licensed by the Port Talbot Pilotage Board, under sections twenty-five to thirty-five inclusive of "The Port Talbot Railway and Docks Company's Act of 1899," to act as pilots within the waters of the Bristol Channel, eastward of Lundy Island, to vessels destined for and departing from the Harbour and Docks of Port Talbot.

2. No person shall be licensed 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, and have afterwards served at sea at least twelve months in square rigged vessels in the over-sea 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, unless he be already licensed by some other Pilotage Authority having jurisdiction over the Bristol Channel as far as Lundy Island. In case the Board shall at any time be of opinion that an increased number of pilots is 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 apprenticeship or other requirements, and after examination to appoint any fit and proper person to act as a pilot without having served such term of apprenticeship or complied with such other requirements.

3. No person shall be licensed to act as a pilot unless, in addition to the requirements of Bye-law 2, 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 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 way—and to handle a vessel under any circumstances.
9. He must also show a thorough acquaintance with the entrance channel to the Harbour and Docks of Port Talbot.

4. Subject to the provisions of the before-mentioned Act, every licensed pilot who may be employed to pilot any ship or vessel within the limits of the harbour, shall be paid the following Pilotage Rates, according to the net registered tonnage of the vessel:—