

5. Any Pilot, who may be required to remain on board any ship or vessel for the convenience of the captain, master, owner, or agent shall be paid ten shillings per day or part of a day he may be retained on board while at anchor; and any pilot who may be required to move any ship or vessel from one dock or tidal harbour to another dock or tidal harbour, or employed to pilot any ship or vessel for adjusting compasses, or other purposes occupying one tide or part of a tide, shall be paid for every ship:—

	s.	d.
Not exceeding 100 tons register...	5	0
100 " 300 "	10	0
300 " 500 "	12	6
500 " 800 "	17	6
800 and upwards ...	25	0

6. Every master, owner, or agent of any vessel employing a pilot shall, in addition to the foregoing charges, pay a clerk or collector's fee as follows:—

	s.	d.
All vessels not exceeding 100 tons register	0	6
100 tons and not exceeding 300 "	1	0
300 " " 500 "	1	6
500 " " 800 "	2	0
800 tons and upwards ...	2	6

7. The pilots are permitted to collect their own pilotage rates, or they may be collected by a person who may be appointed for the purpose by the Board; and every pilot is required to make a monthly return to the Board of the pilotage earned by him, whether in piloting vessels to or from Port Talbot or elsewhere, the name and tonnage of the vessels piloted, where belonging where from, and where bound, the cargo and the distance piloted; paying over at the same time to the persons appointed by the Board, to receive it, a poundage of one shilling in the pound, for the creation of a fund under sub-section eight of section five hundred and eighty-two of "The Merchant Shipping Act, 1894," or such other sum of not more than one shilling in the pound as shall from time to time be fixed by the Board, on the amount earned. The pilot shall also state in such return all cases where vessels bound to or from Port Talbot have been piloted over any and what portion of the district by a pilot not licensed by the Board. Any pilot failing to make a proper return, or making a false return shall be liable to a penalty of not exceeding ten pounds, and to the loss of his licence.

8. 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 Port Talbot 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 participation in any of the benefits of the said Fund) under a penalty of not exceeding five pounds for every breach thereof.

9. If a master of a ship navigating within the limits of the Port Talbot Pilotage Board, as defined by section thirty-one of the Port Talbot Railway and Docks Act, 1899, knowingly employs or continues to employ an unqualified pilot after a qualified pilot has offered to take charge of the

ship, or has made a signal for that purpose, he shall for each offence, be liable to a fine of double the amount of pilotage which could be demanded for the conduct of the ship.

10. The master of every ship carrying passengers between any place in the British Isles and any other place so situate, shall, while navigating within the limits of this district, employ a qualified pilot, unless he or the mate of his ship holds a certificate for this district, and if he fails to do so, shall for each offence be liable to a fine not exceeding one hundred pounds, but pilotage shall not be compulsory in any other case.

11. Each pilot shall provide himself with a good and efficient cutter or pilot boat, which shall be approved and registered by the Board, he paying two shillings and sixpence for such register. And such cutter or boat shall be kept in good repair, and be subject to periodical examinations by the Board; and there shall be one indentured apprenticeship to each pilot, articles to serve his apprenticeship as a Port Talbot pilot. Two but not more than three pilots may, by permission of the Board, sail in the same boat and act in conjunction.

12. 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.

13. 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 the 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.

14. The pilot to whom any apprentice is serving shall endorse on 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 the apprentice on the respective dates when such losses shall be charged against the apprentice.

15. 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 his 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, his indenture of apprenticeship and all necessary papers required by these Bye-laws shall be submitted to the inspection of the Board.

16. A rota shall be prepared by the Clerk of