

the Board of the pilots and their cutters on turn for duty, so that there shall at all times, both day and night, be at least one cutter and its pilots under weigh and stationed within the port limits guarding the port. Any pilot who shall neglect to get and keep his cutter under weigh and on station duly guarding the port upon any day or night upon which it was his turn to keep guard, shall, for the first offence pay a sum according to the judgment of the Board, not exceeding ten pounds; and for the second or subsequent offence pay the sum of ten pounds, or lose his licence. Provided always that any pilot may, with the consent of the Clerk, provide by arrangement some other duly licensed cutter and pilot as a substitute.

17. Each pilot's cutter or boat shall have on her stern the name of her owner and the port to which she belongs, painted in white letters at least one inch broad and three inches long, and on each bow the number of her licence, and shall have the letters P.T. marked in black paint of not less than three feet six inches in length painted on her foresail or mainsail; and shall by day carry at her mast-head a flag of not less than six feet by four feet in two colours—the upper horizontal half white and the lower part red; and at night each pilot's cutter or boat shall carry a white light only at the mast-head and shall exhibit a flare-up light or flare-up lights at short intervals which shall never exceed fifteen minutes. Every pilot shall immediately on boarding any vessel and taking charge thereof hoist a flag in some conspicuous place and keep the same flying during the time he so remains in charge; the flag to be the regular pilot flag, red and white with the colours horizontal. In case of default in any of the above requirements the pilot to be liable to a penalty not exceeding twenty pounds for every breach thereof.

18. If any vessel, whilst in charge of a pilot, does or receives damage, he shall immediately report such damage done or received to the Clerk of the Board on the form adopted by the Board under a penalty not exceeding ten pounds, and such report shall be read to the Board at their next meeting. The circumstances of the accident shall be investigated by the Board, if deemed necessary, and the Board may, if they see fit, require the licence of the pilot to be given up to the Board, until the case has been disposed of.

19. Any captain, master, or agent of any ship or vessel bound to sea, who may make application at the office of the Board for a pilot, shall give the ship's draught of water and registered tonnage with such other information as may be required and upon payment of the pilotage fees shall have a pilot named and appointed to take charge of his ship or vessel, preference in all cases to be given to the pilot who piloted her inwards, such application to be made during office hours, and at least twelve hours before the pilot shall be wanted. Any pilot attending after being ordered and the captain declining to go to sea (except the weather be such as to prevent his going) shall receive the sum of 10s. for each attendance.

20. Any pilot who shall refuse or neglect to proceed to either of the pilot stations in the channel fixed by the Board when ordered to do so by the Clerk unless prevented by illness or the loss of his boat, or who shall be guilty of drunkenness or of insolent or abusive language, or unwarrantable conduct towards any member of the Board or the Clerk or other officers of the Board, or the captain, master, owner, or agent of any ship or vessel for which he may be engaged shall be liable to a penalty not exceeding £10 for

the first offence and for the second or any subsequent offence to the like penalty or the loss of his licence.

21. Any pilot who may absent himself from duty, or go overland to take charge of any ship or vessel or seek employment otherwise than in his own boat, without the written consent of the Clerk shall be liable to a penalty not exceeding £10.

22. Should any owner or captain apply for a pilot to be sent for the purpose of bringing a vessel to Port Talbot, such application must be made to the Pilotage Office, and a pilot will be sent according to the rotation of the printed pilotage list. Should the pilot first on turn be absent, then the pilot next on turn shall be sent. The absent pilot to lose his turn.

23. Each pilot shall strictly conform to the directions of the harbour or dock master, touching the mooring or unmooring, placing or removing of 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.

24. For every original licence which shall be granted there shall be paid to the Board the sum of £1 1s. 0d. and for every renewal thereof, the sum of 10s. 6d. The licences of the pilots shall be renewable annually at the Board's first meeting in January.

25. Any pilot having charge of a vessel inward bound shall not be released from his duties or responsibilities until such vessel is securely moored in the dock or basin as directed by the dockmaster, but if in charge of a vessel bound to a port for which he is not licensed he shall be released from his duties and responsibilities when such vessel is anchored in the nearest roadstead to the port to which she is bound, and if outward bound to the distance or stage for which he has been engaged. Any pilot violating this rule shall be subject to a penalty not exceeding £10 or the loss of his licence, or such other punishment as the Board may think necessary.

26. Every pilot making any change in his residence shall forthwith, thereafter, give notice thereof, and of his new residence to the Clerk of the Board, under a penalty not exceeding 20s. for each offence.

27. Every pilot shall strictly obey and observe all quarantine instructions and regulations; and all other regulations of a like nature, applicable either to the district of the port, which may from time to time be issued by any competent authority, under a penalty of not exceeding £10 for each offence.

28. Each pilot shall keep in his possession his licence together with a printed copy of the rates, bye-laws, and regulations, and shall produce the same to the captain, commander, owner, or agent of any ship or vessel when required so to do, under a penalty not exceeding £10.

29. All complaints of offences by pilots against the Acts of Parliament or the foregoing bye-laws, shall be made in writing, signed by the party aggrieved, and delivered to the Clerk of the Board, or left at his office, as soon as practicable after the commission of the offence; and the Clerk shall procure the attendance of all such persons as the Board may desire to examine.

30. Every pilot shall when required by the Clerk of the Board (by writing delivered or offered to such pilot or left a reasonable time at his registered place of residence) attend the Board or any of their Committees, or their Clerk, to answer any charge brought against him for any breach of these bye-laws, or in relation to any