

11. The Board may require each pilot to provide himself with a good and efficient boat, which shall be approved and registered by the Board; and such boat shall be kept in good repair and fully equipped to the satisfaction of the Board and subject to periodical examinations by the Board. The Board may permit more than one pilot, but not more than three, to sail in the same boat upon such terms as the Board may order. But such permission may at any time be withdrawn at the discretion of the Board. No pilot shall be entitled to pursue his avocation as a pilot without the sanction of the Board first obtained unless he complies with the provisions of this Bye-law, and any pilot acting in contravention hereof shall be subject to his licence being suspended or revoked and to a penalty not exceeding £5 at the discretion of the Board.

There shall be one indentured apprentice to each boat.

12. Every licensed pilot who may be engaged, employed or signalled by any vessel or the master thereof to pilot vessels to or from the Port of Gloucester shall be paid the pilotage rates according to the registered tonnage of the vessel and to the schedule hereto.

13. In lieu of the rates charged in the Schedule to the said Bye-laws, and referred to in Bye-law No. 12, the following reduced rates shall be paid from Kingroad to Sharpness or Lydney for all vessels coming light to Sharpness or Lydney *bonâ fide* for coal, and for all such vessels laden with coal from Sharpness or Lydney to Kingroad, subject to a reduction of one-fifth in the case of vessels towed or propelled by steam.

	£	s.	d.
Under 40 tons	13	0	0
40 and under 60 tons	15	0	0
60 " 80 "	18	0	0
80 " 100 "	1	0	0
100 " 120 "	1	2	0
120 " 150 "	1	4	0
150 " 180 "	1	6	0
180 " 200 "	1	8	0
200 " 300 "	2	0	0
300 " 400 "	2	10	0
400 " 500 "	3	2	6
500 " 600 "	3	15	6
600 " 800 "	4	7	6
800 " 1,000 "	5	5	0
1,000 " 1,200 "	6	5	0
1,200 " 1,400 "	7	5	0
1,400 " 1,600 "	8	5	0
1,600 " 1,800 "	9	5	0
1,800 tons and upwards	10	5	0

14. All vessels piloted to Chepstow or to Lydney shall pay the same pilotage rates as to Sharpness and vice versa.

Vessels piloted from Sharpness to Lydney or from Lydney to Sharpness, and then to Kingroad, shall pay the same rates as between Sharpness and Kingroad.

Vessels piloted to or from any place in the River Severn above Sharpness shall pay one-fourth more than the rates between Sharpness and Kingroad.

15. Vessels piloted from Sharpness to Lydney or vice versa and then to Kingroad, shall pay the same rates as between Sharpness and Kingroad, and the proportion of such pilotage shall be one-third as between Sharpness and Lydney, and two-thirds as between Lydney and Kingroad.

16. All vessels bound to Lydney or Sharpness or to any place in the River Severn above

Sharpness requiring and having the service of a pilot shall also employ on board as assistants to the pilots from Kingroad, the following number of men, at the under-mentioned charge; except in the case of vessels going to Northwick to lighten when the charge shall be 7s. 6d. per man as between Kingroad and Northwick and 7s. 6d. per man as between Northwick and Sharpness.

For Sailing Vessels.

300 tons and under 500 tons	1 man at 7s. 6d. for the first tide and 2s. 6d. for every other tide the vessel moves.
500 tons and under 800 tons	
800 tons and upwards	2 ditto ditto. 3 ditto ditto.

Steam Vessels.

300 tons and under 600 tons	1 ditto ditto.
600 tons and under 1,000 tons	2 ditto ditto.
1,000 tons and upwards	3 ditto ditto.

The third man to be employed only under exceptional circumstances.

17. For the purposes of the schedule the pilotage rates are assessed for steam vessels and sailing vessels towed by steam power between Kingroad and Sharpness, and vice versa; but if any of the vessels are not towed or propelled by steam then the pilotage rate between Kingroad and Sharpness, and vice versa, shall be one-fourth more.

18. Pilots taken on board of any vessel inward bound to the westward of Ilfracombe shall be paid the same pilotage rates as from Lundy Island; if between the Nash Point and Ilfracombe, the same rates as from the Nash Point; if between the Nash Point and the Holmes the same rates as from the Nash Point; and if between the Holmes and Kingroad, the same rates as from the Holmes.

19. Pilots discharged from any vessel on the outward voyage between any of the stages mentioned in the above scale of rates, shall be paid the same pilotage rates as if they had been taken to the next stage beyond the place where they were discharged.

20. Any pilot who may be required to remain on board any vessel for the convenience of the master, owner, or agent of the vessel after he shall have discharged the duties for which he was engaged, shall be paid 10s. a day for every day or part of a day he may be employed; and any pilot who shall be required to move any vessel in a dock, roadstead, harbour or river, or be employed to pilot any vessel for adjusting compasses or any other purpose, for every tide or part of a tide so employed, shall be paid for such vessel as under, and the same shall be added to the pilotage rates and be recoverable as such under the powers contained in sec. 591 of the Merchant Shipping Act, 1894.

	s.	d.
Not exceeding 300 tons	5	0
300 tons and under 500	7	6
500 tons and under 600	10	0

and 2s. 6d. for every additional 200 tons or part of 200 tons.

21. Any pilot who shall be detained in any roadstead by want of water, stress of weather, accident, or at the request of the master, owner, or agents of any vessel either homeward bound or outward bound shall be paid 10s. a day or part of a day for each day's or part of a day's detention in addition to the pilotage rates. And in case any vessel shall be compelled to bear up from stress of weather or accident, the pilot in charge shall be entitled to and shall be