

At the Court at *Buckingham Palace*, the 9th day of *October*, 1903.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS by the five hundred and eighty-second section of the Merchant Shipping Act, 1894, it is enacted that a Pilotage Authority may, by Bye-laws made under Part X of that Act, do all or any of the things specified in section five hundred and eighty-two :

And whereas by the five hundred and eighty-third section of the said Act it is provided that Bye-laws so made shall not take effect until they are submitted to His Majesty in Council and confirmed by Order in Council :

And whereas the Gloucester Pilotage Board, as the Pilotage Authority for that Port, have made and submitted for the consent of His 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 His Majesty that the proposed Bye-laws are proper and reasonable :

And whereas the operation of this Order is urgent :

Now, therefore, His Majesty, by virtue of the powers vested in Him by the Merchant Shipping Act, 1894, and by and with the advice of His Privy Council, is pleased to approve and doth by this Order confirm the Bye-laws set forth in the Schedule hereto annexed, and His Majesty is further pleased to direct that the same shall come into force from the date hereof, and be *provisional* Rules within the meaning of the Rules Publication Act, 1893.

A. W. FitzRoy.

SCHEDULE.

BYE-LAWS FOR THE REGULATION OF PILOTS AND PILOTAGE AT THE PORT OF GLOUCESTER.

1. Subject to the provisions contained in the twenty-fourth section of the Bristol Channel Pilotage Act 1861, no person shall be eligible, or shall be appointed to act as a Pilot unless he shall have served a regular apprenticeship for five years to a Bristol Channel Pilot of the Port of Gloucester, and being at least one year in the oversea trade in square rigged sailing vessels, or shall have been engaged as Master in the coasting trade in the waters of the District for not less than five years; and no person shall be eligible if less than twenty-three years or more than forty-five years of age.

2. Every candidate for Apprenticeship, before he can be considered eligible for the Pilot service, shall produce satisfactory testimonials as to character, and a surgeon's certificate that he is of sound health; he shall prove to the satisfaction of the Board that he is not less than fourteen or more than eighteen years of age, and that he has passed the standard of exemption for full time employment under the Elementary Education Acts. Having complied with these requirements, he may after a month's probation, on approval, be apprenticed to the Board for five years, and the Indenture of Apprenticeship, which shall be in a form approved by the Board, shall be signed by the Apprentice and his Guardian, and then be registered and kept at the Pilotage Office.

3. The Board shall cause to be endorsed on the back of every indenture a statement of time lost by the Apprentice, and of pecuniary losses which have been incurred by reason of the negligence or want of attention of the Apprentice, and such statement shall be signed by the Clerk of the Board and Apprentice on the respective dates,

when such losses shall be charged against the Apprentice.

4. At the expiration of the five years' apprenticeship, the Apprentice shall appear before the Board with the Indenture, and the Board shall, after hearing the Pilot and the Apprentice and such other evidence as may be produced, decide as to the amount of time and money (if any) to be made good by the Apprentice before the Indenture shall be given to him, and such decision shall be finally binding on all parties. Whenever an Apprentice shall for the first time appear before the Examining Committee for examination for a licence to act as Pilot, his Indenture of Apprenticeship and all papers which the Committee shall think necessary shall be submitted for their inspection.

5. The Board shall have full power to enquire into the conduct of Pilots towards the Apprentices and vice versa, and to investigate all complaints made by Pilots against Apprentices, and also into the general conduct of Apprentices and Pilots and the Board shall have full power to make orders in respect of such complaints and conduct and to inflict fines and penalties in reference thereto. Also to withhold or cancel any Licence or Indenture.

6. When, in the opinion of the Board, it becomes necessary to license a Pilot, the first Apprentice on the rota who is eligible for examination shall receive due notice to attend the Committee for examination. If such apprentice shall fail without reasonable cause to attend or shall fail in such examination he shall lose his first turn, and so on in rotation until all the Apprentices so eligible have been dealt with; but should any Apprentice fail in his examination he shall be allowed to take his turn when the next vacancy occurs, until he has had three chances, and after that the matter shall be left with the Board.

The Clerk shall keep a list of all Apprentices showing their respective service in the boats, together with a full record of their service, with a note when each Apprentice is out of his time, where he shall be subsequently engaged, and whether eligible for examination as Pilot.

7. No person shall be licensed to act as a Pilot in the District unless he shall have passed a creditable examination on the following subjects, viz.:

He must be able:—

- (1) To read and write.
- (2) To produce a Board of Trade Certificate as to colour-blindness.
- (3) To give the course and distance between any two places within the limits of the Channel.
- (4) To state the rise, velocity, and set of the tides.
- (5) To state the depth and character of the soundings.
- (6) To describe the best anchorages, and where to stop for a tide.
- (7) To describe the sand banks, rocks, shoals, and other dangers.
- (8) To describe the landmarks, buoys, lights, their different bearings and distances.
- (9) To describe the appearance of the different headlands.
- (10) To explain the management of a vessel—to bring her to anchor—to keep her clear of her anchor in a tideway—to moor—unmoor—to get under weigh and to handle a vessel under any circumstances.

8. As well as the general power conferred upon the Commissioners to grant or suspend licences the Pilotage Board shall also have power to grant