

the following licences to Pilots, according to experience and conduct, as follows:—

From the date of appointment and for 3 years ...	}	A licence to pilot vessels not exceeding 500 tons register.
To be called Junior Pilots		
After 3 years and up to 6 years ...	}	A licence to pilot vessels not exceeding 1,000 tons register.
To be called Senior Pilots		
After 6 years ...	}	A full licence.
To be called First-class Pilots ...		

The Board shall have power to withhold or suspend any such licence if they should be of opinion that any Pilot is not fully entitled to receive the same.

9. The Pilotage service shall be maintained by such number of Pilots and boats as the Board shall from time to time license, direct, and order; and the Pilots shall serve in such boats and in such manner, and the boats and Pilots shall, if deemed advisable by the Board for the more efficient working of the pilotage service, be divided into divisions or sections, or both, and placed at and ordered to cruise to and from stations and places within the limits of the Board, "the said limits being that portion of the Bristol Channel which lies eastward of Lundy Island, including the River Severn to the city of Gloucester, and the River Wye to Chepstow Bridge."

The stations shall for the present be as follows:—

No. 1.—The Sharpness Station, comprising the River Severn between to and from and including Sharpness and Portishead and the River Wye to Chepstow Bridge;

No. 2.—The Portishead Station, comprising the Bristol Channel between to and from and including Portishead and the Holmes;

No. 3.—The Holmes Station, comprising the Bristol Channel between to and from and including the Holmes to the Nash;

No. 4.—The Nash Station, comprising the Bristol Channel between to and from and including the Nash and Lundy;

with full power to alter or vary the same or the turn of the Pilots or boats. No boat or vessel shall be used for the purposes of the Pilotage service unless it has been previously approved and licensed for that purpose by the Board. Care shall be taken that each Pilot shall have his regular and equal turn with the other Pilots for service, and shall take his turn in attending or being at the different stations within the limits aforesaid. No Pilot shall cruise outside the limits of the jurisdiction of the Board without the sanction of the Board in writing. For the convenience of the regulation of the service an Agent shall be appointed by the Board at Sharpness.

If a Pilot is prevented from joining the boat on the station selected for him, he shall join her as soon as possible, unless he has obtained leave of absence in writing from the Agent; and no Pilot on service whether on land or in a boat shall leave such service without permission from such Agent in writing, and if any Pilot shall refuse to work in the sections, or shall fail or neglect to take his place or turn for duty therein without reasonable excuse, he shall be liable to a penalty not exceeding two pounds for the first offence and for the second or any subsequent offence to a like penalty or the suspension or revocation of his licence at the discretion of the Board. On his return to Sharpness at any time he shall report himself to the Agent. No Pilot shall be

entitled to pursue his avocation as a Pilot without the sanction of the Board first obtained.

There shall be one indentured Apprentice on each boat.

10. Every Pilot shall, unless prevented by illness or unavoidable circumstance, carry on his duties as directed by the Agent acting under the authority of the Board, and shall also obey and execute all lawful orders given by the Board itself or through the Clerk of the Board, or the Agent at Sharpness, and shall also obey all lawful orders given by the Harbour Master at Sharpness relative to the docking, mooring or unmooring, towing, transporting, placing, or removing of vessels under his charge.

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 to sail in the same boat upon such terms as the Board may order or approve. But such permission may at any time be withdrawn at the discretion of the Board. No Pilot shall be permitted to pursue his avocation of 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 five pounds, at the discretion of the Board.

There shall be one indentured apprentice on each boat.

12. Whenever a vessel inward bound shall take on board a Pilot whose class is below the registered tonnage of the vessel, the usual signal for a senior Pilot shall be kept flying, and as the vessel shall approach a Gloucester Pilot boat such signal shall be dipped twice and so on until answered, and if practicable the Pilot she has on board shall be exchanged for one of a class equal to the registered tonnage of such vessel from any boat she may meet with whilst proceeding on her voyage to her destination, and the Pilot so taken shall return as speedily as possible to the boat in which he has lately been cruising.

13. No Junior Pilot shall take charge of a vessel going to sea above the tonnage for which he is licensed unless a senior Pilot cannot be obtained, notwithstanding that such junior Pilot may have brought the ship into Port; and no Pilot shall take charge of any ship above the tonnage for which he is licensed unless a senior Pilot cannot be obtained; but if no senior Pilot can be obtained and a junior Pilot has taken charge of any vessel he may be superseded by a senior Pilot between Kingroad and Lundy unless the Master of any such vessel shall desire to retain his services. But no junior Pilot is on any account to take charge of vessels above five hundred tons between Kingroad and Sharpness and *vice versa* if the services of a senior Pilot can be obtained.

14. Any Pilot having charge of a vessel inward bound to the Port to which he is licensed shall not leave that vessel or be released from his duties or responsibilities until such vessel is securely moored in the Dock, Basin, or Harbour of such Port unless she is neaped, and the master does not require the Pilot's services, and it shall be his duty, if the vessel is bound to Sharpness, to communicate as soon possible with the Dock Master at Sharpness, and to give her draft and tonnage, and if any special orders are given him by such Harbour Master, to carry them out to the best of his power. But if in charge of a vessel bound to a