

Port to which he is not licensed he shall be released from his duties and responsibilities when such vessel is securely anchored in the nearest roadstead to the Port to which she is bound, and if outward bound to such distance or stage for which he has been engaged.

15. Each Pilot shall be furnished with and keep in his possession a printed copy of these Bye-laws and Regulations, and he shall produce the same to the Master of any vessel or other person employing him when required to do so.

16. The Agent may appoint Pilots to attend the tide at Sharpness two hours before high water, (except in the case of night tides, when they shall have satisfied themselves that their services will not be required).

17. The last Pilot on turn in any section shall inform the first Pilot on turn in any other section when his services are likely to be required, and so on through the sections in rotation.

18. The Agent shall appoint such a number of Pilots as he may think best to the boats, and also regulate the working of the Pilots and boats of the sections and stations of the boats by the Pilots, and a discretionary power to vary the turn of the Pilots is given him, but the circumstances of the alteration shall be reported to the Board, who shall at all times have power to alter, vary or amend the same.

19. Should any Owner, or Master, or Agent apply for a Pilot to be sent over-land for the purpose of bringing a vessel to Sharpness, or any vessels in Bristol, Newport, Cardiff or any other Bristol Channel Port sending for a Pilot, he shall be served in such manner as the Agent may deem best. Any such person so applying shall give to such Agent the vessel's draft of water registered tonnage with such other information as may be required.

20. If any Pilot from the westward should be docking a vessel at Sharpness or Lydney, and it be considered necessary, such Pilot shall remain at Sharpness at the request of the Agent to take down any steamer or vessel towing to join his cutter to avoid expense of train fares, providing this will not seriously interfere with the arrangements made by the Pilot with his cutter (subject to Bye-law thirty-four). Pilots home from the westward shall, if necessary, supply Portishead, the Holmes boat drawing from Portishead when necessary.

21. Except as provided in Bye-laws twenty and thirty-four and the preceding Regulation, when a Pilot from the Holmes or Kingroad Stations docks a ship he shall, if possible, go back the same tide to his station.

22. Pilots having vessels neaped in Kingroad and coming home are to get a passage up to Sharpness if possible, provided that if there is no sign of a passage up, when the last railway train for Sharpness is due to leave, they shall be at liberty to return by train.

23. Pilots going down to Kingroad with vessels shall in all cases, if possible, get a passage up to Sharpness, provided that if there is no sign of a passage up when the last railway train for Sharpness is due to leave they shall be at liberty to return by train.

24. The Pilot in charge of the Holmes boat shall be responsible for keeping her to the westward of Portishead.

25. Any Pilot docking a vessel, and not returning to his Station, must report himself to the Agent as soon as possible.

26. The first first-class Pilot on duty at Sharpness, and disengaged, shall attend on the pier when vessels are docking to see that arrangements are

made when necessary for Pilots docking to return to their respective Stations, and to secure the return of such Pilots whenever possible; such first-class Pilot to act in consultation with the Agent.

27. If any Pilot shall work out of his section or Station, or being one of the section off duty, shall seek to obtain employment out of his turn, he shall not be entitled to any advantage gained thereby, but any pilotage monies, both inwards or outwards, thus improperly earned shall be forfeited, and the Board shall award such pilotage monies to the Pilots who, in their judgment, would in the ordinary course have been entitled thereto, or in case no other Pilot has any claim to such pilotage monies, the Board may, if they think fit, direct that the whole or some part of such pilotage monies shall be added to the monies received for pilotage during that time.

28. Every Master, Owner or Agent of a vessel navigating within the limits of this pilotage district, who shall knowingly employ or continue to employ an unqualified Pilot after a qualified Pilot has offered to take charge of a vessel or has made a signal for that purpose, shall for every case incur a penalty of double the amount of the pilotage demandable for the piloting of the vessel to her port of destination or the limits of the pilotage district.

29. If any vessel whilst in charge of a Pilot does or receives damage, the Pilot shall immediately report the same to the Board's Agent at Sharpness, who shall at once report the same to the Clerk of the Board, who shall submit the same to the Board at their next meeting or any special meeting that may be called. The circumstances of the accident shall be investigated by the Board, if deemed necessary, and the Board may fine the pilot or suspend or revoke his licence, or deal with the same in such a way as they may deem best.

30. A survey of the low water channel of the River Severn between Kingroad and Sharpness shall be made at low water once a month at least, by one or more Pilots as directed by the Board, who shall report to the Board any changes which may have taken place in the navigable channel.

31. No Pilot shall have or hold directly or indirectly any share or interest in any steam tug Company, or in any steam vessel used regularly or occasionally for towing vessels.

32. The Board shall be paid for the services of any Pilot taking charge of a vessel not bound to the Port to which he is licensed, and the Pilot shall be governed by the laws established at the Port to which the vessel is bound.

33. The fee on granting a licence to a Pilot shall be two pounds two shillings, for a Gloucester Pilot, and one pound one shilling for a Lydney Pilot; and the licences of Pilots shall be renewed at the discretion of the Board annually in January. The renewal fee for a Gloucester licence being one pound one shilling, and for a Lydney licence ten shillings and six pence.

34. Pilots bringing up colliers and other vessels which are expected to leave the next tide or next tide but one shall remain to take them down.

35. Should a Pilot be sick and unable to follow his calling he shall at once report the same in writing to the Agent, and if the illness shall continue beyond seven days he shall obtain a medical certificate, and the matter shall be reported to the Board, who shall deal with the same in such a manner as they may deem best.

36. The first first-class Pilot in any boat on turn for boarding vessels shall be responsible for the proper working and navigating of the same,