

and shall maintain order and discipline and keep the log and forward same to Agent. In the absence of a first-class Pilot the next class of Pilot shall be responsible for this duty.

37. Each boat and each Pilot shall return to Sharpness and shall have a week at home in rotation, as may be directed by the Board from time to time.

38. Each boat in the pilotage service shall be painted black and tarred on the outside, and shall have its number and the words "Gloucester Pilots" painted in white on the stern in letters at least one inch broad and three inches long, and shall also have the letters G.S. marked in black paint of not less than three feet in length on her mainsail, and shall by day carry at her masthead a flag of not less than four feet by three feet of two colours, the upper horizontal half white and the lower part red; and at night each pilot boat shall carry a white light only at the masthead, and shall exhibit three flare ups in succession at short intervals which shall never exceed 15 minutes and such other lights as are prescribed by the Board of Trade regulations for the prevention of collisions at sea applicable to pilot boats.

39. Every pilot shall, immediately on boarding any vessel and taking charge thereof, cause to be hoisted a similar flag to the one prescribed in some conspicuous place, and keep the same flying during the time he so remains in charge. 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.

40. Whenever any qualified Pilot is carried off in a boat or ship not in the pilotage service he shall exhibit a flag of the above description in order to show that such boat or ship has a qualified Pilot on board, and if he fails to do so without any reasonable excuse he shall incur a penalty not exceeding fifty pounds.

41. Any Pilot missing his boat when down Channel may get back the best way he can, but he shall not speak any vessel to be employed as a Pilot, and he shall not board any vessel for the purpose of piloting her unless such vessel has hoisted the signal flag by day, or exhibited and recognized light signals by night, for a Pilot within the limits of his licence.

42. Every Master, Owner, or Agent of a vessel who may engage, employ, or signal for a Pilot to pilot such vessel to or from the Port of Gloucester, shall pay to the Board the dues payable for pilotage according to the registered tonnage of the vessel and to the schedule hereto, and the same shall be collected by the Board's Agent at Sharpness.

43. Every Pilot shall before leaving any vessel piloted by him, obtain from the Master or person in charge of such vessel a certificate of pilotage services rendered in the form provided by the Board for that purpose, and signed by that Master or person, and shall without any delay deliver to the Agent at Sharpness all such certificates of pilotage.

44. In lieu of the dues charged in the schedule to the said bye-laws, and referred to in bye-law Number 42, the following reduced rates shall be paid by Masters of Vessels 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 ... | ... | ... | 0 | 13 | 0 |
| 40 tons and under | 60 tons ... | ... | 0 | 15 | 0 |
| 60 " | " " | 80 " | 0 | 18 | 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 " | " " | 1000 " | 5 | 5 | 0 |
| 1000 " | " " | 1200 " | 6 | 5 | 0 |
| 1200 " | " " | 1400 " | 7 | 5 | 0 |
| 1400 " | " " | 1600 " | 8 | 5 | 0 |
| 1600 " | " " | 1800 " | 9 | 5 | 0 |
| 1800 tons and upwards | | | 10 | 5 | 0 |

45. All vessels piloted to Chepstow or to Lydney shall pay the same pilotage dues as to Sharpness and *vice versa*.

46. 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.

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

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

49. 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 undermentioned charge, except in the case of vessels going to Northwick to lighten, when the charge shall be seven shillings and six pence per man as between Kingroad and Northwick, and seven shillings and six pence per man as between Northwick and Sharpness.

For Sailing Vessels.

| | | |
|--------------------------------|---|--|
| 300 tons and under 500 tons | { | 1 man at 7/6 for the first tide and |
| | | 2/6 for every other tide the vessel moves. |
| 500 tons and under 800 tons... | | 2 ditto, ditto |
| 800 tons and upwards | | 3 ditto, ditto |

Steam Vessels.

| | |
|---------------------------------|----------------|
| 300 tons and under 600 tons... | 1 ditto, ditto |
| 600 tons and under 1000 tons... | 2 ditto, ditto |
| 1000 tons and upwards | 3 ditto, ditto |

50. For the purpose of the Schedule the pilotage dues 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 than charged in the Schedule.

51. The same pilotage dues shall be paid for Pilots taken on board by Masters of vessels inward bound to the westward of Ilfracombe as from Lundy, if between the Nash Point and Ilfracombe, the same rates as from the Nash