

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.

52. The same pilotage dues shall be paid in respect of any Pilot discharged from any vessel on the outward voyage between any of the stages mentioned in the above scale of dues as if he had been taken to the next stage beyond the place where he was discharged.

53. The sum of ten shillings a day for every day or part of a day a Pilot shall be employed shall be paid for 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; and the following sums shall be paid for the employment of 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; and the same shall be added to the pilotage rates, and be recoverable as such under the powers contained in section five hundred and ninety-one of the Merchant Shipping Act, 1894:—

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

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

54. The sum of ten shillings a day or part of a day for each day's or part of a day's detention shall be paid in addition to the pilotage rates for the services of 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 the vessel either homeward bound or outward bound. Also in case any vessel shall be compelled to bear up from stress of weather or accident one-third of the pilotage dues in addition shall be paid to the Board for the services of the Pilot who shall be in charge, according to the distance such vessel may have reached before she shall have put back.

55. Every Master, Owner, or Agent of a vessel employing a Pilot shall in addition to the foregoing charges pay a Clerk's or Collector's fee as follows:—

	s.	d.
All vessels under 100 tons ...	0	6
100 tons and under 300 tons ...	1	0
300 " " 500 " ...	1	6
500 " " 800 " ...	2	0
800 tons and upwards ...	2	6

56. The pilotage dues shall be collected by the Agent at Sharpness, and if any number of Pilots not being less than three-fourths of the total number of licensed Pilots agree to a scheme of working having for its object the ownership of boats, or the pooling of earnings for division among themselves, the Board may (if they approve of the scheme) authorize the Agent to carry out the same as far as the same may be practicable, and otherwise enforce the provisions of such scheme as between the Pilots who have assented thereto.

57. If any Pilot shall object to work under any scheme or system of working which (with the sanction of the Board) may for the time being be in force amongst Pilots, having for its object the ownership of boats or the pooling of their earnings for division amongst themselves, such Pilot shall be at liberty to so object, but he shall nevertheless take his place and turn for duty with the other Pilots in the Divisions, Sections, and Stations set out in these Bye-laws, and shall in all other respects conform to and abide by the Bye-laws of the Board.

58. If any Pilot shall receive any pilotage dues without duly accounting for the same he shall be liable to be dealt with summarily, and his licence forfeited in the discretion of the Board. The Pilots shall also make a return to the Board of all cases where vessels bound to or from Gloucester have been piloted over any and what portion of the District by a Pilot not licensed for the Port, and a list shall also be forwarded of all vessels piloted by them to or from other Ports. Pilots making a false return shall be subject to a penalty not exceeding five pounds for the first offence, and the suspension or loss of his licence for any subsequent offence, or such other punishment as the Pilotage Board may think necessary.

59. The carrying out of the Bye-laws or other regulations or orders of the Board shall be under the superintendence of the Agent of the Board at Sharpness, or the Clerk who shall act under the direction of the Board.

60. Every Pilot found guilty of neglecting his duty, failing to take his turn in piloting vessels without due or sufficient cause, acting in a disorderly manner, or of drunkenness, insolent or unwarrantable conduct, or who goes overland to take charge of any vessel, or seeks employment without instructions from the Agent, or refuses to obey the orders of the Harbour Master, Agent of the Board, or offends against any of the foregoing Bye-laws, shall be liable to a penalty not exceeding ten pounds, be reduced in rank, or suspended from his office of a Pilot, or have his licence cancelled, and the Commissioners are hereby empowered to cancel his licence accordingly.

61. All disputes between Pilots shall be settled by the Board, whose decision shall be final.

62. All fines to be imposed may (after all expenses connected with any enquiry by the Board have been paid thereout), by order of the Board, be deducted by the Agent from the individual share of the earnings of the offending Pilot, and shall be applied to the Pilotage Fund or to such other purpose as the Board in their absolute discretion shall determine.

63. Although a scheme of pensions has been generally adopted, yet the Board shall have full power to alter, amend or vary the same, and deal generally with all applications made by Pilots for pensions.

64. The preceding Bye-laws shall commence and take effect from the date of the publication in the London Gazette of the Order of His Majesty in Council confirming the same, from which date all Bye-laws previously made by the Gloucester Pilotage Board for the government of Pilots in the Gloucester Pilotage District shall be repealed and cease to be in force.