

or otherwise, they permit vessels to run aground, they will be prosecuted in terms of law, and held responsible for damage caused to any of the Harbour works, dredging plant, or other property.

XV. The Harbour Master has power to give directions to Pilots, and order them to take charge of any vessel when wanted, and also from time to time to inspect the boats and crews and see that the Pilots do their duty and observe the Regulations.

XVI. All Pilots licensed by the Commissioners must observe strict sobriety and civility in the discharge of their duties, and when a Pilot shall fail to observe, or shall commit any breach of the Regulations, or shall discharge his duties insufficiently, or shall use improper language to any of the Commissioners' Officers while in the discharge of their duties, the Commissioners shall punish such offender by exacting a fine, or by temporary suspension or permanent deprivation of Licence; and persons having cause of complaint against the Pilots are requested to communicate the same in writing to the Harbour Master.

XVII. And it is further enacted, that Ship Masters will apply at least four hours before high water at the Harbour Master's Office for Pilots previous to sailing.

XVIII. And a sufficient number of Pilots, as the Harbour Master may direct, shall be in attendance at the Harbour Office at such time as he may direct.

XIX. All numbers, whether of money, or of tonnage of vessels, &c., shall be stated by Masters of vessels and others in words and not in figures.

XX. In addition to the qualifications of Pilots licensed for the Harbour of Burntisland contained in Article four of the Bye-laws, dated fourth July, one thousand eight hundred and eighty-two, the Commissioners hereby enact that no person shall be licensed to act as a Pilot before he has attained the age of twenty-two years, and has been for the space of five years or more actually engaged and actively employed as a seafaring man, and during that space of time has sailed for three years or longer in a square-rigged vessel. Every Candidate must be free from colour-blindness, and he must have experience in relation to the navigating, piloting, and conducting of vessels, including knowledge of the Regulations for preventing collisions at sea. He must be able to give a correct and seamanlike description of the Firth of Forth, and the Harbour of Burntisland, and Entrance Channels leading thereto, and the Dock and Piers thereat, and the course and distance from any one place to another within the limits of the Commissioners' Pilotage District. He must be able to navigate and pilot any vessel from and to the said Firth of Forth to and from the said Harbour of Burntisland, Entrance Channels leading thereto, the said Docks and Piers thereat, and into, from, and throughout any part of the said Pilotage District. He must be familiar with the rise and set of the tides, the depth and character of the soundings, the best anchorages, and where to stop for a tide, the sandbanks, rocks, shoals, and other dangers, and the landmarks, buoys, lights, and signals. He must understand how to bring a vessel to anchor, to keep a clear anchor, to moor and unmoor and to get under way in all situations, and also know the complete management of a vessel in bad weather in bad channels, and where necessary he must be able to set off a ship's situation or actual place on the chart.

#### Pilotage.

Pilots always in attendance on vessels entering or leaving the harbour.

Rates, Inwards and Outwards.

	£	s.	d.
For vessels under 100 registered tons	0	6	6
100 and under 150	0	8	0
150 " 200	0	9	6
200 " 250	0	11	0
250 " 300	0	12	0
300 " 400	0	14	0
400 " 500	0	16	0
500 " 600	0	18	0
600 " 700	1	0	0
700 " 800	1	2	0
800 " 900	1	4	0
900 " 1000	1	6	0
1000 " 1100	1	8	0
1100 " 1200	1	10	0
1200 " 1300	1	11	6
1300 " 1400	1	13	0
1400 " 1500	1	14	6
1500 " 1600	1	16	0
1600 " 1700	1	17	0
1700 " 1800	1	19	0
1800 " 1900	2	0	6
1900 " 2000	2	2	0
2000 and upwards	2	3	6

#### Proper Mooring of Vessels.

On arrival, vessels must be moored or berthed as ordered by the Harbour Master or his assistants, and Pilots who may be in charge of vessels must comply with such orders before their pilotage is considered due.

At the Court at *Buckingham Palace*, the 16th day of *November*, 1903.

#### PRESENT,

The KING's Most Excellent Majesty in Council.

**W**HEREAS the Local Government Board, after giving to the Incumbent and the churchwardens of the parish of Malvern Link ten days' previous notice of their intention to make such representation, have, under the provisions of the Burial Act, 1853, made a representation stating that, for the protection of the public health, no new burial-ground should be opened in the civil parish of Malvern Link, in the county of Worcester, without the previous approval of the Local Government Board.

Now, therefore, His Majesty in Council is pleased hereby to give notice of such representation, and to order that the same be taken into consideration by a Committee of the Lords of His Majesty's Most Honourable Privy Council, on the twenty-eighth day of December next:

And His Majesty is further pleased to direct that this Order be forthwith published in the London Gazette, and that copies thereof be affixed on the doors of the churches or chapels of, or on some conspicuous places within, the parish affected by such representation one month before the twenty-eighth day of December.

*A. W. FitzRoy.*

*Privy Council Office, November 16, 1903.*

Notice is hereby given, that a Petition of the President, Council, and Members of the Numismatic Society of London, praying for the grant of a CHARTER OF INCORPORATION to the said Society, under the name of The Royal Numismatic Society, has been presented to His Majesty in Council; and His Majesty having referred the said Petition to a Committee of the Lords of the Council, notice is further given, that all petitions for or against such grant should be sent to the Privy Council Office, on or before the nineteenth day of December next.