

(d) And for every additional pilotage performed until the vessel is again moored in the harbour, a further sum of one pound shall be paid provided such sum of one pound is not in excess of the ordinary tariff charge as above mentioned in which event the ordinary tariff charge shall be payable.

41. In the cases of vessels bound from or to sea, and unable from any cause to reach their destinations or proceed to sea the same tide, pilots must, if required, attend the following tide to dock or berth such vessels or take them to sea as the case may require without any additional remuneration. Vessels requiring pilots and bound from any part of the river and which have proceeded direct to sea must pay pilotage to sea.

42. When any vessel at sea, inward bound to the River Tyne, shall arrive within the limits of the pilotage district of the Tyne without a pilot of the Tyne on board, the pilot who first offers his services thereafter shall, although such services be refused by the master or other person having the charge and control of the vessel, be entitled to receive one half of the pilotage dues for the pilotage inwards of such vessel, in case the master or other person having the charge or control of such vessel shall, after such refusal, employ any other pilot to pilot such vessel inwards into the Tyne. Such inward pilotage shall be so divided, notwithstanding that the pilot actually employed was not informed that a pilot had previously offered his services as aforesaid. Provided that no pilot shall be entitled to such share of the inward pilotage of more than one inward bound vessel refusing his services within twelve hours from the first offer and refusal.

43. A pilot engaged in general terms at sea who pilots a vessel into the harbour, but is there superseded by another pilot, shall be entitled to receive in addition to the pilotage from sea into the harbour, half of the further pilotage to her destination.

44. When a vessel at sea bound into the Tyne shows one or more authorized signals for a pilot, and does not employ a pilot responding thereto, the inward pilotage of such vessel into Shields Harbour shall nevertheless be payable by such vessel to such pilot, and the amount thereof shall be recoverable before a court of summary jurisdiction in the same way as pilotage dues are recoverable.

Docking and Transporting.

45. The rates for docking, undocking, transporting, shifting, and moving within the port not covered by the foregoing rates of pilotage shall be as follows, viz. :—

	s.	d.
Vessels not exceeding 200 tons net register	5	0
" " 400 " "	7	6
" " 600 " "	10	0
" " 800 " "	12	6
" " 1000 " "	15	0
" exceeding 1000 tons, for every 100 tons, or part of 100 tons above 1000 tons, a further charge of	1	0

In the case of vessels exceeding four hundred tons net register, two-thirds only of the above rates to be charged for moving vessels from tier to tier, or from tier to any dry dock within the distance of three hundred yards.

For a pilot's attendance in harbour when required on any vessel, when not ultimately engaged to pilot such vessel, per day or part of a day seven shillings and sixpence.

Launches.

The rates for attending at the launch of any vessel in the river Tyne, and conducting her to her moorings in dock or elsewhere within the port shall be as follows, viz. :—

	s.	d.
Vessels not exceeding 400 tons net register	20	0
" " 600 " "	25	0
" " 800 " "	30	0
" " 1000 " "	32	6
" exceeding 1000 tons, for every 100 tons or part of 100 tons above 1000 tons, a further charge of	1	0

For a pilot continuing in charge on request whilst a steamer's compasses are being adjusted ten shillings extra for such service.

Complaints : How to be Made.

46. All complaints of offences shall be made in writing, signed by the party aggrieved, and delivered to the secretary of the commissioners, or left at the head office as soon as practicable, and the secretary shall summon all such persons as the commissioners or any committee may desire to examine, to attend any meeting of the commissioners or committee.

Pilotage Funds.

47. Whereas since the first day of October, one thousand eight hundred and eighty, the then separate sea and river pilots' funds have been amalgamated, and are now included under the term "The General Pilotage Fund." And whereas it was thought possible that certain river pilots might have been injuriously affected by such amalgamation : and it was therefore provided that each river pilot pensioned on the first day of October, one thousand eight hundred and eighty, should, in lieu of the pension then receivable by him, receive a pension of thirty pounds per annum during his life, and that each river pilot who should have attained the age of forty-five years, on the said first day of October, one thousand eight hundred and eighty, should thereupon and until he should attain the age of sixty years, be entitled to a pension of eighteen pounds per annum, and upon his attaining the age of sixty years should be entitled in lieu of the said last mentioned pension to receive a pension of thirty pounds per annum during his life, and that the aforesaid pensions to river pilots living on the first day of October, one thousand eight hundred and eighty, should not prevent them continuing to act as river pilots in the same manner as they did previous to such date, it is declared that so far as still capable of taking effect the said provisions should continue in force.

48. Other pensioners on the sea and river pilots' funds on the first day of October, one thousand eight hundred and eighty, if still living shall continue to receive pensions and allowances upon the same conditions as heretofore.

49. Sea and river pilots licensed prior to the said first day of October, one thousand eight hundred and eighty, shall continue to be entitled to pensions and allowances upon the conditions in force on and before that date ; provided also that such last-mentioned pensions and allowances may be by the commissioners from time to time varied and if necessary reduced if in the opinion of the commissioners the funds available after payment of expenses ranking prior thereto are insufficient to pay and provide for the pensions and allowances charged thereon.

50. The pensions and other relief intended under clause (c) of bye-law 17 are the relief of