

9. A Pilot shall, immediately before joining a ship in any Port, call at the Custom House, with a view to obtaining the latest Traffic instructions, and if he is in one of the undermentioned Ports, shall also call, if possible, at the Office of the local Pilotage Authority for the same purpose.

*Name of Port and Office.*

Newcastle, Trinity House, Newcastle, or Tyne Pilotage Commissioners.

Hull, Trinity House, Hull.

Great Yarmouth, Pilot Office, Gorleston.

Harwich, Pilot Office, Dovercourt.

Gravesend, Pilot Office, Gravesend.

Deal, Pilot Office, Deal.

Dover, Pilot Office, Dover.

10. When a ship while in charge of a Pilot has touched the ground, or has been in collision with any other ship or any fixed or floating object, the Pilot shall immediately report the occurrence in writing, on the form prescribed, to the London Trinity House. Collision reports shall be treated as confidential until both parties to the collision have made their depositions before the proper authority.

11. When a ship while in charge of a Pilot has been in collision with a mine, or has been struck by a torpedo, the Pilot shall immediately report the occurrence in writing to the London Trinity House, and such reports shall be treated as confidential.

12. When anchors or cables have been lost from any ship while in charge of a Pilot he shall immediately report the occurrence in writing, on the form prescribed, to the London Trinity House.

13. A Pilot shall not send or be privy to sending any unlicensed person to take charge of a ship, and in any case where he is unable to pilot a ship for which his services have been requested, or where he has knowledge of a ship requiring a Pilot, he shall communicate with a licensed Pilot or with his Pilotage Station, so that a licensed Pilot can be sent to the ship.

14. A Pilot on going on board a ship for the purpose of piloting the same shall produce his Certificate to the Master.

*Pilotage Dues, etc.*

15. The Pilotage Dues, etc., to be paid in respect of the services of Pilots shall be those specified below:—

For the first hundred miles, 2s. 6d. a mile.

For the second hundred miles, 2s. a mile.

For distances beyond, 1s. 3d. a mile.

The above scale is to include boarding and landing charges and normal expenses, with the exception of the actual 3rd class railway fares incurred. In the event of detention beyond the time a ship is actually under way detention money will be chargeable at the rate of £1 a day.

NOTE.—Section 50 of the Pilotage Act, 1913, enacts that a licensed Pilot shall not demand or receive, and a master shall not offer or pay to any licensed Pilot, dues in respect of pilotage

services at any other rates, whether greater or less, than the rates which may be demanded by law, and, if a pilot or master acts in contravention of this enactment, he shall be liable in respect of each offence to a fine not exceeding ten pounds.

16. A Pilot who may be landed or shipped on one of the Pilot Steamers belonging to the London Trinity House shall pay the sum of £1 to the said Trinity House.

17. If on the examination of a Pilot for the renewal of his certificate he is found to be suffering from deafness, or defective vision, to a degree rendering him inefficient to carry out the duties of a Pilot, or from colour blindness, or if he is otherwise incompetent to act as a Pilot, his certificate shall not be renewed.

*Fees for Certificates.*

18. A Pilot who has obtained his Certificate in exchange for an existing one through a Pilotage Authority shall continue to pay to that Authority the poundage on his fees laid down in the Authority's Bye-Laws as if he held his certificate direct from the Authority.

The fees to be paid in respect of Deep Sea Special Pilotage Certificates shall be as follows:—

On the grant of a Certificate ... £2 2 0

On the renewal of a Certificate £1 1 0

Provided, however, that if the applicant for a Certificate already holds a Deep Sea Certificate from a Pilotage Authority, for the waters in question, the fees for the grant shall not be payable.

19. Any special Pilotage Certificate may be suspended or revoked at any time by the London Trinity House acting under authority of the Admiralty.

20. The above Bye-Laws will come into force on May 15th, 1917.

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EDEN BRIDGE AND DISTRICT GAS ACT, 1914.

SPECIAL ACTS (EXTENSION OF TIME) ACT, 1915.

BY virtue and in exercise of the powers conferred on them by the Special Acts (Extension of Time) Act, 1915, the Board of Trade hereby extend for a period of one year, from the 7th August, 1917, the time limited by sections 22 and 54 respectively of the Eden Bridge and District Gas Act, 1914, for the laying down by the Eden Bridge and District Gas Company of the mains referred to in those sections, and for the furnishing by the Company of a supply of gas in the parishes of Chiddingstone, Cowden, and Hever, and in part of the parish of Peshurst.

Dated this 11th day of April, 1917.

Garnham Roper,

An Assistant Secretary to the Board of Trade.

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