BYE-LAWS,
RULES, AND ORDERS,

FOR THE

CONDUCT, MANAGEMENT, AND GOVERNMENT

OF

Pilots, &c.,

WITHIN THE PORT OF BRISTOL.

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BYE-LAWS, RULES, & ORDERS,

FOR THE

CONDUCT, MANAGEMENT, & GOVERNMENT

OF ALL

Pilots and others

EMPLOYED IN ANY

PILOT BOATS OR OTHER VESSELS OR BOATS

WITHIN THE

PORT OF BRISTOL,

AND WITHIN THE

BRISTOL CHANNEL, TO THE EASTWARD OF LUNDY ISLAND,

AND FOR FIXING AND ASCERTAINING THE

Rates and Taxes to be received and taken by such Pilots and other Persons,

AND FOR

REPEALING ALL FORMER BYE-LAWS, RULES, AND ORDERS, RELATING TO SUCH PILOTS, &c.

Bristol:

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BYE-LAWS, RULES, AND ORDERS.

At a Meeting of the Council of the City of Bristol, held at the Council House of the said City on the First day of January, in the year of our Lord 1853, by virtue and in pursuance of the several powers, authorities, and provisions contained in an Act of Parliament made and passed in the 47th year of the reign of His late Majesty King George the 3rd, entitled "An Act for ascertaining and establishing the Rates of Wharfages, Cannage, Plankage, Anchorage, and Moorage, to be received at the lawful Quays in the Port of Bristol, for the regulation of the Crane Keepers in the said Port, and for the better regulation of

Pilots and Pilotage of Vessels navigating the Bristol Channel;" and by virtue and in pursuance of the several powers, authorities, and provisions contained in the Bristol Dock Act, 1848; and by virtue and in pursuance of all other powers and authorities vested in and enabling them in that behalf.

The Council of the City of Bristol do order that all and singular the Bye Laws, Rules, and Orders now in force and heretofore subsisting, and which by the repeal by this present Order of any former Bye Law, Rule, or Order, might in any manner be re-enacted or revived for the conduct, management, and government of all Pilots, Watermen, and others employed in any Pilot Boats or other Vessels or Boats within the Port of Bristol, and within the Bristol Channel to the Eastward of Lundy Island, and for the fixing and ascertaining the rates

and taxes to be received and taken by such Pilots and Watermen, and for the mooring, unmooring, and navigating all Ships and Vessels and all small Craft whatsoever using and navigating the Port of Bristol, and all penalties and forfeitures for the breach or evasion of the said Bye Laws, Rules, and Orders, or any of them (except such of the same penalties and forfeitures as shall have been actually incurred by any person or persons previous to the first day of February next) shall cease, determine, and be repealed on and from the first day of February, 1853; and in lieu and stead of such Bye Laws, Rules and Orders, Penalties, and Forfeitures, and as Bye Laws, Rules, and Orders for the conduct, management, and government of all Pilots and others employed in any Pilot Boats or other Vessels or Boats within the Port of Bristol, and within the Bristol Channel to the Eastward of Lundy, the said Council of the City of Bristol, by virtue and

in pursuance of the several powers, authorities, and provisions contained in the aforesaid Acts of Parliament, and by virtue and in pursuance of all other powers vested in and enabling them in this behalf, do make, constitute, ordain, and provide the following Bye Laws, Rules, and Orders, and do also ascertain and set down as the Penalties and Forfeitures which shall be incurred by any person or persons breaking, evading, or committing any offence against such Bye Laws, Rules, and Orders, or any of them, the penalties and forfeitures hereinafter fixed and specified.

1st.—That from henceforth there shall be paid and payable to every Licensed Pilot navigating, mooring, or unmooring any Ship or Vessel in the Bristol Channel, or Port of Bristol aforesaid, whether proceeding inwards or outwards, for such Pilot, and for every man, horse, or boat employed or used in such

service, the following Allowances, Rates, or Fares for Pilotage, namely :—

FOR THE PILOT.

Between Lundy and Coombe.

If 80 and under 100 Tons -	£1	1	0
100 and under 200 Tons -	1	8	0
200 and under 300 Tons -	1	15	0
300 and under 500 Tons -	2	2	0
500 and under 600 Tons -	2	9	0
600 and under 800 Tons -	2	16	0
800 and under 1000 Tons -	3	3	0
1000 Tons and upwards -	3	10	0

Between Lundy and Swansea or Minehead.

If 80 and under 100 Tons -	2	2	0
100 and under 200 Tons -	2	16	0
200 and under 300 Tons -	3	10	0
300 and under 500 Tons -	4	4	0
500 and under 600 Tons -	4	18	0
600 and under 800 Tons -	5	12	0
800 and under 1000 Tons -	6	6	0
1000 Tons and upwards -	7	0	0

Between Lundy and Bridgwater, Cardiff, or the Holmes.

If 80 and under 100 Tons -	£2	12	6
100 and under 200 Tons -	3	10	0
200 and under 300 Tons -	4	7	6
300 and under 500 Tons -	5	5	0
500 and under 600 Tons -	6	2	6
600 and under 800 Tons -	7	0	0
800 and under 1000 Tons	7	17	6
1000 Tons and upwards -	8	15	0

Between Lundy and Newport or Kingroad.

If 80 and under 100 Tons -	3	3	0
100 and under 200 Tons -	4	4	0
200 and under 300 Tons -	5	5	0
300 and under 500 Tons -	6	6	0
500 and under 600 Tons -	7	7	0
600 and under 800 Tons -	8	8	0
800 and under 1000 Tons	9	9	0
1000 Tons and upwards -	10	10	0

Between Coombe and Minehead.

If 80 and under 100 Tons -	1	1	0

100 and under 200 Tons -	£1	8	0
200 and under 300 Tons -	1	15	0
300 and under 500 Tons -	2	2	0
500 and under 600 Tons -	2	9	0
600 and under 800 Tons -	2	16	0
800 and under 1000 Tons	3	3	0
1000 Tons and upwards -	3	10	0

Between Coombe and Bridgwater, Cardiff, or the Holmes.

If 80 and under 100 Tons -	1	11	6
100 and under 200 Tons -	2	2	0
200 and under 300 Tons -	2	12	6
300 and under 500 Tons -	3	3	0
500 and under 600 Tons -	3	13	6
600 and under 800 Tons -	4	4	0
800 and under 1000 Tons	4	14	6
1000 Tons and upwards -	5	5	0

Between Coombe and Newport or Kingroad.

If 80 and under 100 Tons -	2	2	0
100 and under 200 Tons -	2	16	0
200 and under 300 Tons -	3	10	0
300 and under 500 Tons -	4	4	0

500 and under 600 Tons -	£4	18	0
600 and under 800 Tons -	5	12	0
800 and under 1000 Tons	6	6	0
1000 Tons and upwards -	7	0	0

Between Minehead and Bridgwater, Cardiff, or the Holmes.

If 80 and under 100 Tons -	0	10	6
100 and under 200 Tons -	0	14	0
200 and under 300 Tons -	0	17	6
300 and under 500 Tons -	1	1	0
500 and under 600 Tons -	1	4	6
600 and under 800 Tons -	1	8	0
800 and under 1000 Tons	1	11	6
1000 Tons and upwards -	1	15	0

Between Minehead and Newport or Kingroad.

If 80 and under 100 Tons -	1	1	0
100 and under 200 Tons -	1	8	0
200 and under 300 Tons -	1	15	0
300 and under 500 Tons -	2	2	0
500 and under 600 Tons -	2	9	0
600 and under 800 Tons -	2	16	0
800 and under 1000 Tons	3	3	0

1000 Tons and upwards -	£3	10	0

Between any of the following Places—Portishead, Kingroad, Hungroad, Broad Pill, Cumberland Basin, or Bathurst Basin, and any other of such Places.

If under 80 Tons	0	7	6
80 and under 100 Tons -	0	10	0
100 and under 200 Tons -	0	15	0
200 and under 300 Tons -	1	0	0
300 and under 500 Tons -	1	5	0
500 and under 600 Tons -	1	10	0
600 and under 800 Tons -	1	15	0
800 and under 1000 Tons	2	0	0
1000 Tons and upwards -	2	5	0

Between any two of the following Places, viz., Bridgwater, Cardiff, the Holmes, Newport, and Kingroad.

If 80 and under 100 Tons -	0	10	6
100 and under 200 Tons -	0	14	0
200 and under 300 Tons -	0	17	6
300 and under 500 Tons -	1	1	0

500 and under 600 Tons -	- £1	4	6
600 and under 800 Tons -	- 1	8	0
800 and under 1000 Tons	- 1	11	6
1000 Tons and upwards -	- 1	15	0

That in respect of Vessels under 80 Tons only one moiety of the said rates on Vessels of 80 Tons shall be payable, unless a Pilot shall be required, in which case the full rate of Pilotage shall be payable.

That the rate of Pilotage for any intermediate places not provided for shall be the same as the place next beyond.

That where the name of any Port or Place, having its own Pilotage District under a Local Act, is used in the foregoing schedule of rates, such name shall be construed to mean the Pilotage District of such Port or Place.

For the Pilot, for every day during which he shall, by the request of the Master, be detained on board any Vessel laying at Kingroad, the sum of 5s.

For each Yawl, or other Boat or Vessel, employed in towing, or assisting mooring or unmooring any Vessel between Portishead, Kingroad, Hungroad, or Broad Pill, and Cumberland or Bathurst Basin, the sum of 3s.

For an Assistant Pilot in the river Pilotage for any Vessel above 300 Tons, the sum of 10s.

To each Man employed by a Pilot, pursuant to or in accordance with the orders or directions of the Haven Master—

If between Cumberland or Bathurst Basin, and Hungroad, Pill, or Broad Pill, 3s. 3d. per Man.

If between Cumberland or Bathurst Basin, and Kingroad or Portishead, 3s. 9d. per Man.

If detained on board any Vessel laying at Kingroad, by the direction of the Master, 3s. per Man each day.

For each Horse used in towing any Ship or Vessel, a sum not exceeding 5s., and to the Driver for each Horse, 1s.

2nd.—That if any Licensed Pilot shall proceed with any Ship or Vessel as far as Minehead, Coombe, or Lundy Island, and shall be forced, by stress of weather or contrary winds, to return to Kingroad or Portishead, such Pilot shall be allowed one-third of the rate of Pilotage, according to the distance such Ship or Vessel may have reached before she shall have put back.

3rd.—That every Licensed Pilot shall attend to and obey the orders and directions of the Haven Master for the time being, as to the number of horses, men, and boats to be employed in assisting or navigating any Ship or Vessel up or down the river, and in mooring or unmooring any Ship or Vessel, and that no Pilot shall be entitled to charge or demand for any greater number of men, horses, or boats, than the Haven Master for the time being shall deem right and proper, and that no Pilot shall demand any pilotage except upon a note for pilotage, approved by

the Haven Master for the time being, and signed by him; and that every Pilot who shall offend against this order, and also every Pilot who shall conduct himself contemptuously, or give abuse, or use improper language, to the Haven Master, or to any person or persons by whom such Pilot may be employed, shall forfeit and pay for each offence any sum not exceeding £5, and shall for the second offence lose his license, and be discharged from being a Pilot.

4th.—That the Haven Master for the time being shall be paid by the Pilots for examining the pilotage note, the several sums following:—

	s.	*d.*
If of a Ship or Vessel under 100 Tons register burthen - -	1	0
If of 100 and under 200 Tons -	2	0
If of 200 and under 400 Tons -	3	0
If of 400 Tons and upwards -	4	0

and that such sums shall be added to the pilotage note, and paid therewith by the

master or commander, merchant or owner, of such Ship or Vessel, and, in default of payment thereof, shall and may be recoverable as part of the rate or fare of pilotage, and that such sums shall forthwith be paid by the Pilot to the Haven Master, and that on default in the payment thereof, such Pilot shall forfeit and pay to the said Haven Master double the amount due.

5th.—That each Pilot shall regularly have at least one apprentice, and shall return to the Haven Master of the Port the names of all apprentices he shall from time to time take, in order that a regular register may be kept of such apprentices; and if any Pilot shall neglect or refuse to make such return for three calendar months after he shall have taken any apprentice, he shall forfeit and pay for such neglect or refusal the sum of £5.

6th.—That each Skiff to be used by a Pilot shall be registered with the Haven Master of the Port, who shall fix upon and

appoint a number for such Skiff, and that such number, four feet in length at least, shall be marked in black paint on the three lower sails of such Skiff; and that all Pilots' Skiffs be painted black, and be numbered in white paint on each bow with the number of the boat; and that the Pilot's name be painted on the stern in large conspicuous letters, in white paint; and that all Pilots' Skiffs shall carry a flag at the mast head, with blue and white horizontal stripes, of the dimensions of four feet by five, which flag is to be constantly hoisted as a distinguishing mark; and that the owner of each Skiff, so registered as aforesaid, which shall not be painted and marked as aforesaid, shall forfeit and pay for each offence any sum not exceeding £5.

7th.—That each Pilot shall, within two days after his return from a voyage to the Westward, return to the Haven Master the number of the Skiff so returned from the

Westward, the day and time of her sailing, the day and time of her return, the distance she has been, and the names of the persons employed in navigating her, and all the material particulars of the voyage ; and that each Pilot who shall neglect to make such return, or shall make a false return, shall, for each offence, forfeit and pay any sum not exceeding 40s.

8th.—That if any Pilot shall pass a Vessel having a signal for a Pilot flying, for the purpose of taking charge of any other Ship or Vessel, or on any other account, such Pilot so offending shall forfeit any sum not exceeding £5.

9th.—That any Pilot who shall neglect his duty by not sailing to the Westward, when ordered so to do by the Haven Master, without having been prevented by illness or by the loss of his Skiff from so doing, shall forfeit and pay, for the first offence, any sum not exceeding the sum of £5, and shall, for

the second offence, forfeit and lose his license and right to act as a Pilot.

10th.—That no Pilot shall, under any pretext whatever, sail or cruise in any part of the Bristol Channel Westward of the Meridian of Lundy, except within a radius of ten miles from that Island, or except when otherwise expressly authorised by the Haven Master for the time being ; and that any Pilot who shall sail or cruise beyond such limits, shall forfeit and pay, for the first offence, any sum not exceeding £5 ; and shall also forfeit and pay, as a further penalty, the amount of any pilotage rate or fare which may become payable to him in respect of any Vessel of which such Pilot may, on the same day as such Pilot shall sail or cruise beyond such limits, have taken charge, whether within or beyond such limits, unless the Justices shall, under any special circumstances, or in their discretion, remit such further penalty.

11th.—That if any Pilot in charge of a Ship shall refuse to put to sea on being directed to do so by the Haven Master of the Port, such Haven Master shall immediately report his conduct to the Council of the said City of Bristol, in order that they may, if they think proper, deprive him of his license.

12th.—That no person who has not served an apprenticeship to a Pilot in the Bristol Channel, or has not been employed in cruising to the Westward in the Skiff of some Pilot for seven years or upwards, or who shall be under twenty-five or more than forty-five years of age, shall hereafter be deemed qualified to become a candidate for the office of a Pilot for the navigating Ships and Vessels to and from the Port of Bristol.

13th.—That all Licensed Pilots having Skiffs shall, if required by the Haven Master, take with them to the Westward, but not find in provisions or water, one or more

Licensed Pilot or Pilots not being provided with a Skiff, and shall board them on such Vessels as may offer, either before or after they themselves shall have been boarded, and in consideration thereof they shall receive one-half part of the Channel pilotage to which such Pilot or Pilots so to be boarded on such Vessels shall have become entitled; and every such Pilot having a Skiff who shall refuse to take with him such Pilot or Pilots as aforesaid, on requisition made to him by the Haven Master for that purpose, shall for the first offence forfeit and pay the sum of £5, and shall for the second offence forfeit and lose his License.

14th.—That no Pilot shall employ in any of the duties of a Pilot any person who is not a Licensed Pilot, when any Licensed Pilot is capable and willing to act, under the penalty of £5 for each offence.

15th.—That all Men sailing in Skiffs in the employ of Pilots, and designated "West-

ern Men," boarding Ships or Vessels, there being no Pilot on board, shall receive such a proportion of the Channel pilotage as pertains to the distance they shall have navigated such Ship or Vessel before she may be boarded by a Pilot.

16th.—That any Pilot or Western Man convicted of having participated in or connived at any plunder or other illegal act committed on board any Ship or Vessel within the port or jurisdiction of the City of Bristol, shall be irrevocably struck from the list of Pilots or Western Men.

17th.—And that each Pilot shall have a printed copy of these regulations, and shall produce the same to the captain or commander of any Ship or Vessel which he shall have in charge whenever required so to do, under the penalty of £5.

In witness whereof the said Council have

caused the Corporate Seal of the said City to be hereunto set and affixed.

L. S.

Published by Order of the said Council,

DAN: BURGES JUN^R. *Town Clerk.*

NOTE.—It is enacted by the before-mentioned Act of the 47th year of the reign of his late Majesty King George the Third, that no person shall take charge of any Vessel, or in any manner act as a Pilot, or receive any compensation for acting as a Pilot within the Port of Bristol and Jurisdiction of the Mayor, Aldermen, and

Common Council of the said City, unless authorised by License under the seal of the said Mayor, Burgesses, and Commonalty; and no such Pilot shall act without having his license at the time of his so acting in his personal custody ready to be produced, and which shall actually be produced to any person who shall lawfully require to see the same; or shall act in the British Seas out of the limits expressed in his license, on pain of forfeiting a sum not exceeding £10 for the first offence, and for any second or subsequent offence any sum not exceeding £20.

And that the Executors or Administrators of every deceased Pilot, or other person or persons to whose hands the license of such deceased Pilot shall come after the death of such Pilot, shall, without wilful delay, transmit such license to the said Corporation, on pain of forfeiting, for any neglect therein or refusal to deliver the same when lawfully demanded, a sum not exceeding £10.

But this Act shall not extend, or be construed to extend, to hinder any person or persons from assisting any Ship or Vessel in distress, or subject such person or persons, or the owner or master of any Ship or Vessel employing such persons in the limits aforesaid, to the penalties of this Act.

And that it shall be lawful for any Licensed Pilot to supersede any person not licensed as a Pilot in the charge of any Ship or Vessel within the limits aforesaid, and every master who shall, within the limits aforesaid, continue any person not licensed as hereinbefore mentioned, after any person licensed as aforesaid to act within the said limits shall have offered to take charge of such Ship or Vessel, and every person assuming or continuing in the charge or conduct of any Ship or Vessel within the limits aforesaid, without being duly licensed as hereinbefore mentioned, after any other Pilot licensed as aforesaid shall have offered to take charge thereof, shall

respectively forfeit for every such offence a sum not exceeding £10.

That if any person licensed as aforesaid shall keep, or be concerned in keeping, either by himself or any agent, servant, or other person, or shall in any way be interested in the keeping of any public house or tavern, or place of public entertainment, or in the selling of any wine or spirituous liquors, or tobacco or tea, or shall commit offence against any law or laws relating to the Revenues of Customs or Excise, or be concerned in or shall wilfully connive at indirect practices or frauds against the Revenues of Customs or Excise, or shall procure, abet, connive at, or participate in any fraud, exaction, or corrupt practice relating to Ships or Vessels in distress or having suffered shipwreck, then and in such case it shall and may be lawful to and for the said Mayor, Burgesses, and Commonalty, on proof being made thereon to their satisfaction, to annul the

license of such Pilot, and such Pilot shall be rendered wholly incapable of acting as such.

And that if any Vessel or Boat belonging to a Pilot licensed as hereinbefore-mentioned shall run before any Ship or Vessel not having a Licensed Pilot on board, for the purpose of directing the course of such Ship or Vessel until a Pilot can be put on board, the Pilot so put on board and the Pilot to whom such Vessel shall belong shall be entitled to the pilotage proportionably and according to the circumstances of the case, to be proved on oath if required.

And that every Licensed Pilot who shall refuse to take charge of any Ship or Vessel, or who shall exact any fee or reward beyond the established rates of Pilotage in the said Channel, or who shall quit any Ship or Vessel or decline the pilotage thereof after he shall have been engaged or gone alongside thereof, without leave of the Owner, Master, Captain, or person having the chief command of such

Ship or Vessel, or before the service shall have been performed for which he was hired, or shall by drunkenness render himself incapable of conducting such Ship or Vessel, or shall negligently, ignorantly, or wilfully run such Ship or Vessel on shore, or shall, by misdirection or otherwise, do any injury to the same, or to the tackle or furniture thereof, or shall lend his license or warrant to any unlicensed person to enable or assist him in acting or claiming to act as a Licensed Pilot, shall forfeit for every such offence any sum not exceeding £20, and shall be liable to be dismissed from being a Pilot, at the discretion of the said Corporation.

And that no Pilot, or other person or persons owning any Pilot Boat, or any other Boats or Vessels used in assisting Ships or Vessels in the said Bristol Channel, shall charge any greater rate or sum of money for assistance than shall have been or shall be allowed or settled by the Justices of the

Peace in General Quarter Sessions assembled, and each and every Pilot charging any greater rate or sum of money than shall have been allowed as aforesaid, shall forfeit double the amount of the sum so charged.

And that every Master, Captain, or Officer, having the chief command for the time being of any Ship or Vessel piloted in the said Bristol Channel, shall, in the entry of his Ship or Vessel inwards or clearing outwards, or as soon after as possible, deliver to the Officer of the Customs, with whom the entry inwards or clearing outwards shall be made, the name of the Pilot or Pilots, if any, that shall have been employed, or have been engaged by the owner of such Ship or Vessel, to pilot the same in the said Bristol Channel, on pain of forfeiting, for every such neglect therein, a sum not exceeding £20.