



CHAPTER xxxvii.

An Act to confirm certain Pilotage Orders made by the Board of Trade under the Pilotage Act 1913 relating to pilotage in the Pilotage Districts of the Humber Boston and Spalding King's Lynn and Wisbech. [20th July 1922.] A.D. 1922.

WHEREAS the Board of Trade have made the Pilotage Orders set forth in the schedule hereto under the provisions of the Pilotage Act 1913 but the same do not take effect unless and until confirmed by Parliament:

And whereas it is expedient that the said Pilotage Orders should be confirmed by Parliament:

Be it therefore enacted by the King's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same as follows:—

1. The Pilotage Orders set out in the schedule hereto shall be and the same are hereby confirmed and all the provisions thereof shall have full validity and force. Confirmation of Orders in schedule.

2. The powers conferred on the Corporation of the Trinity House in Kingston-upon-Hull by section twenty-two of the Humber Pilotage Act 1832 in so far as they relate to the Pilotage Districts constituted by the Pilotage Orders set out in the schedule hereto and to the pilotage service in such Pilotage Districts but not further or otherwise are hereby repealed and the provisions of section six hundred and thirty-two of the Merchant Repeal of powers of Hull Trinity House.

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A.D. 1922. Shipping Act 1894 in so far as they relate to the Corporation of the Trinity House in Kingston-upon-Hull shall cease to have effect and shall for the purposes of section fifty-nine of the Pilotage Act 1913 be deemed to be superseded.

Short title. **3.** This Act may be cited as the Pilotage Orders Confirmation (No. 1) Act 1922.

SCHEDULE OF ORDERS.

1. THE HUMBER.
2. BOSTON AND SPALDING.
3. KING'S LYNN.
4. WISBECH.

SCHEDULE.

A.D. 1922.

THE HUMBER PILOTAGE ORDER.

The Humber.

1. The limits of The Humber Pilotage District (hereinafter referred to as "the Pilotage District") shall be the waters of the sea and of the rivers Humber Ouse and Trent bounded as follows:—

Pilotage
District.

- (a) So much of the River Ouse as lies below an imaginary straight line drawn across the River Ouse at a distance of 100 yards below and parallel to the south side of the Skelton Railway Bridge;
- (b) So much of the River Trent as lies below the south side of the Stone Bridge at Gainsborough; and
- (c) The whole of the River Humber from the confluence of the rivers Ouse and Trent and so much of the sea as lies within:—

(i) An imaginary straight line drawn from Easington Church in the East Riding of the County of York in a direction South 44° E. true until it intersects the next mentioned line;

(ii) An imaginary straight line drawn from Donna Nook Beacon in the County of Lincoln in a direction North 29° E. true;

together with all navigable channels havens creeks closed docks and locks within these limits including the old harbour at Kingston-upon-Hull below the North Bridge.

2. Pilotage shall be compulsory within the Pilotage District.

Pilotage to be
compulsory.

3. The Pilotage Authority for the Pilotage District shall be the Humber Conservancy Board incorporated by the Humber Conservancy Act 1907 (hereinafter referred to as "the Authority").

Pilotage
Authority.

4.—(1) There shall be established a Pilotage Committee (hereinafter referred to as "the Committee") of the Authority consisting of members appointed and elected as follows:—

Pilotage
Committee.

- (a) Nine members appointed by the Authority from among their own members of whom one shall be the chairman of the Authority four shall be members who

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The Humber.

have been appointed by the Corporation of the Trinity House in Kingston-upon-Hull and four (of whom one shall be a Goole shipowner) shall be members who have been elected by registered ship-owners:

(b) Four members from among the seven persons (hereinafter referred to as "pilots' representatives") elected in manner hereinafter provided by the pilots licensed for the Pilotage District (hereinafter referred to as "licensed pilots") from among persons who either are or have been licensed pilots. Three of such members shall be elected by such of the licensed pilots as pilot ships between the sea and Hull (hereinafter called the "Humber pilots") and the other by such of the licensed pilots as pilot ships above Hull (hereinafter called the "Goole pilots").

(2) The members of the Committee shall be appointed and elected respectively at the times and in the manner in the schedule hereto provided.

(3) The persons who are at the commencement of this Order members of the existing Pilotage Committee of the Humber Conservancy Board shall until the Committee are constituted under the provisions of this Order be the Committee as though they had been appointed or elected thereunder.

(4) The chairman of the Committee shall be elected by the Committee from among their members and shall remain in office until the next triennial appointment and election of members has taken place.

Powers of
Committee.

5.—(1) All matters relating to pilotage shall stand referred to the Committee who shall consider the same and report to the Authority thereon and the Authority before deciding or exercising any powers in relation to any such matter shall receive and consider the report of the Committee with respect to the matter in question.

(2) The Committee shall exercise on behalf of the Authority and without their decisions requiring confirmation by the Authority—

(a) The powers of the Authority to suspend fine or dismiss or to suspend or revoke the licence of any pilot:

(b) Any other powers of the Authority in relation to pilotage which may from time to time be delegated to the Committee by the Authority.

Proceedings
of Commit-
tee.

6.—(1) The chairman if present shall preside at every meeting of the Committee. If the chairman is absent at any meeting such other member as the members then present choose shall preside.

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(2) Every question at a meeting of the Committee shall be decided by a majority of votes of the members of the Committee present and voting on that question and in the case of equality of votes the person presiding at the meeting shall have a second or casting vote.

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The Humber.

(3) The quorum of the Committee shall be five.

(4) No member of the Committee shall take part in any proceedings of the Committee relating to any question affecting himself personally.

(5) Subject to the provisions of this Order the Committee may regulate their own procedure.

(6) No act or proceeding of the Committee shall be invalid on account of any vacancy in their body or on account of the appointment election or ascertainment of any member having been defective.

7. Members of the Committee shall hold office from the date of their appointment or election respectively until such time as their successors may be appointed or elected respectively but shall be eligible for re-appointment or re-election respectively.

Period of office.

8. Without prejudice to the provisions of section 48 of the Humber Conservancy Act 1907 the Authority may from time to time if they think fit purchase hire or build and equip maintain and work or enter into agreements or arrangements with any persons for the supply use maintenance and working of such boats or vessels as in the opinion of the Authority may be required for the efficient working of the pilotage service. If a majority of the pilots concerned object to the Authority exercising these powers or if a difference arises between the Authority and the pilots as to the conditions on which these powers should be exercised the matter shall be referred to the Board of Trade whose decision shall be final.

Power to provide or arrange for supply of pilot boats.

9. Separate accounts shall be kept by the Authority of all moneys received and expended by them in their capacity as Pilotage Authority.

Separate accounts to be kept.

10. The following provisions namely:—

Repeal.

The Humber Pilotage Act 1832—

Section 24 (so far as not repealed by the Humber Conservancy Act 1907).

Sections 26 to 33.

35.
38 to 42.
43 (so far as not repealed by the Humber Conservancy Act 1907).

45.

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A.D. 1922:

The Humber.

Sections 49.

50.

52.

53.

65

to

70

89

71.

In so far as they relate to pilotage or pilots.

The schedule.

The Humber Conservancy Act 1907—

Sections 62 to 66.

79

80

99

81.

In so far as they relate to pilotage or pilots.

The Manchester Sheffield and Lincolnshire Railway Act 1849—

Sections 251 to 253:

And any other enactment or Order relating to pilotage in the Pilotage District shall cease to have effect and shall for the purposes of section 59 of the Pilotage Act 1913 be deemed to be superseded and the sub-commissioners of pilotage for the Port of Goole shall be dissolved provided that all rules regulations customs and provisions in force in the Pilotage District at the commencement of this Order and which will after such commencement be capable of being dealt with by byelaw under the provisions of the Pilotage Act 1913 including any exemptions from compulsory pilotage shall notwithstanding such repeal as aforesaid remain in full force until the matters dealt with thereby shall be provided for by byelaws made under the Pilotage Act 1913.

Date of commencement.

11. This Order shall come into force on the first day of January nineteen hundred and twenty-three.

Short title.

12. This Order may be cited as The Humber Pilotage Order 1922.

SCHEDULE.

With respect to the appointment and election of members of the Committee the following provisions shall have effect that is to say:—

1. The persons to be appointed by the Authority as members of the Committee shall be appointed in the month

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of January in the year 1923 and in every subsequent third year. A.D. 1922.

The Humber.

2.—(1) The pilots' representatives shall be elected by the licensed pilots in the month of January in the year 1923 and in every subsequent third year provided that if any such representative having been elected as an active licensed pilot shall during his term of office retire from active service or surrender his licence then if a majority of the licensed pilots who have elected him desire that he should no longer be one of their representatives they shall inform the Authority accordingly and he shall thereupon cease to be a pilots' representative and a vacancy shall be deemed to have arisen among the elected members of the Committee.

(2) For the purpose of electing the pilots' representatives the secretary to the Authority shall send out by registered letter to all the Humber pilots and the Goole pilots respectively a list of persons qualified under this Order to be pilots' representatives a voting card and a stamped envelope addressed to himself in which the card when filled in is to be returned within twenty-one days of the issue of the circular.

(3) Every Humber pilot shall be entitled to vote for five persons whose names are on the said list but shall not give more than one vote for any one person.

(4) Every Goole pilot shall be entitled to vote for two persons whose names are on the said list but shall not give more than one vote for any one person.

(5) At the expiration of twenty-one days from the issue of the said circular the said secretary shall examine the voting cards returned to him and shall prepare a list in order of the five Humber pilots and the two Goole pilots who have received the greatest number of votes (any uncertainty by reason of two or more persons having received an equal number of votes being decided in favour of the licensed pilot or pilots having the longest service) and such persons shall thereupon be the pilots' representatives This list shall be posted in the Pilots' Office.

(6) The first three Humber pilots on the list referred to in the preceding subsection shall be members of the Committee but in the event of one or more of these being unable to attend any meeting of the Committee one or both as the case may be of the two other Humber pilots may according to the order in which their names appear on the list attend take part in the proceedings and vote in his or their stead.

(7) The first Goole pilot on the list referred to in subsection (5) of this section shall be a member of the Committee

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 —
The Humber.

but in the event of his being unable to attend any meeting of the Committee the other Goole pilot may attend take part in the proceedings and vote in his stead.

3. The costs charges and expenses of and preliminary and incidental to the election of pilots' representatives shall be paid by the Authority out of the Humber or Goole Pilot Fund as the case may be.

4. In the event of any vacancy among the appointed or elected members of the Committee arising otherwise than by effluxion of time the vacancy shall be filled as soon as may be thereafter in the manner prescribed for the triennial appointment or election but any person so appointed or elected shall hold office only until the next triennial appointment or election as the case may be.

*Boston and
 Spalding.*

**BOSTON AND SPALDING PILOTAGE
 ORDER.**

Pilotage
 District.

1. The limits of the Boston and Spalding Pilotage District (hereinafter referred to as "the Pilotage District") shall be the waters of the Wash bounded seawards by an imaginary straight line drawn from Gore Point on the coast of Norfolk running North 19 degrees East for a distance of $16\frac{1}{2}$ miles (i.e. to the present position of the N.E. docking buoy) then North 70 degrees West for a distance of 16 miles to Trusthorpe Tunnel on the coast of Lincolnshire and of all navigable rivers canals and cuts running into it including all tidal and closed docks within such area but excluding any such waters as lie within the limits of compulsory pilotage of the King's Lynn and Wisbech Pilotage Districts.

Limits of
 compulsory
 pilotage.

2. Pilotage shall be compulsory in that portion of the Pilotage District which lies within the following limits viz. :—

(a) An imaginary straight line drawn in a southerly direction from the present position of the High Horn Buoy (latitude $52^{\circ} 58' N.$ longitude $0^{\circ} 9' 0'' E.$) passing through the present position of the Toft Beacon (latitude $52^{\circ} 56' N.$ longitude $0^{\circ} 9' 10'' E.$) to the coast of Lincolnshire :

(b) An imaginary straight line drawn from the present position of the High Horn Buoy (latitude $52^{\circ} 58' N.$ longitude $0^{\circ} 9' 0'' E.$) in a direction North 70 degrees West to the coast of Lincolnshire.

Pilotage
 Authority.

3.—(1) There shall be constituted for the Pilotage District a Pilotage Authority which shall be a body corporate with perpetual succession and a common seal by the name of the

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Boston and Spalding Pilotage Authority (hereinafter referred to as "the Authority") and shall consist of members appointed and elected as follows:—

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*Boston and
Spalding.*

(a) Eight members appointed by the corporation of the borough of Boston of whom not less than five including one who shall be nominated as chairman shall be members of that body and of whom two shall be persons who are shipowners or other persons interested in shipping frequenting the port of Boston or Spalding:

(b) Two members from among the three persons (hereinafter referred to as "Pilots' representatives") elected in manner hereinafter provided by the pilots licensed for the Pilotage District (hereinafter referred to as "licensed pilots") from among persons who either are or have been licensed pilots.

(2) The members of the Authority shall be appointed and elected respectively at the times and in the manner in the schedule hereto provided.

4.—(1) The chairman if present shall preside at every meeting of the Authority. If the chairman is absent from any meeting such other member as the members then present choose shall preside.

Proceedings
of Authority.

(2) Every question at a meeting of the Authority shall be decided by a majority of the votes of the members of the Authority present and voting on that question and in the case of equality of votes the person presiding at the meeting shall have a second or casting vote.

(3) The quorum of the Authority shall be five.

(4) No member of the Authority shall take part in any proceedings of the Authority relating to any question affecting himself personally.

(5) Subject to the provisions of this Order the Authority may regulate their own procedure.

(6) No act or proceeding of the Authority shall be invalid on account of any vacancy in their body or on account of the appointment election or ascertainment of any member having been defective.

5. The Authority shall appoint a committee consisting of five members nominated by the River Welland Outfall Trustees from among their members (hereinafter referred to as "the Spalding Committee") to advise the Authority in regard to pilotage questions arising at Spalding.

Spalding
Advisory
Committee.

6. Members of the Authority and of the Spalding Committee shall hold office from the date of their appointment or election until such time as their successors may be appointed or

Period of
office.

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Existing
commis-
sioners and
sub-commis-
sioners to
continue in
office tempo-
rarily.

elected but shall be eligible for re-appointment or re-election as the case may be.

7. Until all the members of the Authority and of the Spalding Committee have been appointed or elected under the provisions of this Order the existing Boston Pilotage Commissioners constituted by the Act 16 Geo. III. cap. 23 (hereinafter referred to as "the commissioners") and the sub-commissioners of pilotage at Spalding appointed by the Corporation of the Trinity House in Kingston-upon-Hull (hereinafter referred to as "the sub-commissioners") shall be deemed to be members of the Authority and of the Spalding Committee respectively as though they had been appointed or elected under the provisions of this Order.

Vesting of
property.

8. All property (real or personal) rights easements and choses in action which immediately before the commencement of this Order belonged to or were vested in or enjoyed by the commissioners or the sub-commissioners or by any person in trust for them or on their behalf shall be and the same hereby are vested in the Authority to the same extent and for the same estate and interest as the same were immediately before the commencement of this Order vested in the commissioners or the sub-commissioners or any person in trust for them or on their behalf and may be held recovered and enjoyed accordingly.

Pending
proceedings
and existing
contracts.

9.—(1) If at the date of the commencement of this Order any proceeding or cause of action is pending or existing by or against the commissioners or the sub-commissioners the same shall not abate discontinue or be in any way prejudicially affected by reason of anything in this Order but the proceeding or cause of action may be continued prosecuted and enforced by or against the Authority as it might have been by or against the commissioners or the sub-commissioners if this Order had not been made but not further or otherwise.

(2) All contracts deeds bonds agreements and other instruments subsisting immediately before the commencement of this Order and affecting the commissioners or the sub-commissioners shall be of as full force and effect against or in favour of the Authority and may be enforced as fully and effectively as if instead of the commissioners or sub-commissioners the Authority had been a party thereto.

(3) All pilots' licences and pilotage certificates in force prior to the commencement of this Order shall have the same force and validity as if they had been granted by the Authority under the provisions of the Pilotage Act 1913.

Power to
provide or
arrange for
supply of
pilot boats.

10. The Authority may from time to time if they think fit purchase hire or build and equip maintain and work or enter into agreements or arrangements with any persons for the supply use maintenance and working of such boats or vessels as

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in the opinion of the Authority may be required for the efficient working of the pilotage service. If a majority of the pilots concerned object to the Authority exercising these powers or if a difference arises between the Authority and the pilots as to the conditions on which these powers should be exercised the matter shall be referred to the Board of Trade whose decision shall be final.

A.D. 1922.

—
*Boston and
Spalding.*

11. When in any part of the Pilotage District in which concurrent jurisdiction is exercised by the Authority and any other Pilotage Authority or authorities a ship bound for the Port of Boston or Spalding is under the pilotage of a pilot licensed by any such other Authority that pilot shall be superseded by a pilot licensed by the Authority on his offering his services and the pilotage rates payable shall be divided between the two pilots in such proportion as may in case of dispute be determined by the Authority of the port to which the ship is bound.

Supersession
of pilot where
concurrent
jurisdiction
is exercised.

12. The Authority may at any time agree with any other Pilotage Authority having jurisdiction in the Wash to provide for a joint pilotage service for their respective districts in lieu of a separate pilotage service for each of such districts and thereupon such authorities shall appoint some of their members to act as a joint committee and to consist of such number of persons and to exercise such of the powers exercisable by such authorities and generally to act in such manner as such authorities shall from time to time direct and upon such terms and conditions as may be agreed upon between such authorities.

Two or more
Authorities
may agree
for joint
pilotage
service.

13. The River Welland Outfall Trustees may out of any moneys coming into their hands under the River Welland Outfall Acts without prejudice to any other of their powers pay the whole or any part of the expenses in connection with pilotage administration at Spalding and contribute from time to time such sums as they think fit towards the earnings of those pilots who are licensed to pilot ships to or from Spalding and towards the purchase or hire and the maintenance upkeep and repair of any pilot boats used by such pilots and the making of grants and the payment of pensions to such pilots and their widows and children.

Welland
Trustees
authorised to
contribute
to cost of
pilotage
services at
Spalding.

14. The existing Boston Pilotage Acts viz. 16 Geo. III. c. 23 and 32 Geo. III. c. 79 so far as they relate to pilotage and any other enactment or Order relating to pilotage at Boston and Spalding shall cease to have effect and shall for the purposes of section 59 of the Pilotage Act 1913 be deemed to be superseded and the commissioners and the sub-commissioners shall be dissolved subject to the provisions of section 7 of this Order.

Repeal.

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*Boston and
Spalding.*
Date of com-
mencement.
Short title.

15. This Order shall come into force on the day when the Act confirming this Order is passed.

16. This Order may be cited as the Boston and Spalding Pilotage Order 1922.

SCHEDULE.

With respect to the appointment and election of the Authority the following provisions shall have effect that is to say:—

1. The persons to be appointed by the corporation of the borough of Boston as members of the Authority and of the Spalding Committee respectively shall be appointed as soon as may be after the passing of the Act confirming this Order and thereafter in the month of February in every third year.

2.—(1) The pilots' representatives shall be elected by the licensed pilots as soon as may be after the passing of the Act confirming this Order and thereafter in the month of February in every third year.

(2) For the purpose of electing the pilots' representatives the clerk to the Authority shall send out by registered letter to all the licensed pilots a circular announcing an election and enclosing a list of persons qualified under this Order to be pilots' representatives a voting card and a stamped envelope addressed to himself in which the card when filled in is to be returned within twenty-one days of the issue of the circular.

(3) Every licensed pilot shall be entitled to vote for three persons whose names are on the said list but shall not give more than one vote for any one person.

(4) At the expiration of twenty-one days from the issue of the said circular the said clerk shall examine the voting cards returned to him and shall prepare a list in order of the three persons who have received the greatest number of votes (any uncertainty by reason of two or more persons having received an equal number of votes being decided in favour of the licensed pilot or pilots having the longest service) and such persons shall thereupon be the pilots' representatives. This list shall be posted up in the pilots' office.

(5) The first two pilots' representatives on the list referred to in the preceding subsection shall be members of the Authority but in the event of either of these being unable to attend any meeting of the Authority the third representative may attend take part in the proceedings and vote in his stead.

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3. The costs charges and expenses of and preliminary and incidental to the election of pilots' representatives shall be paid by the Authority out of the pilot fund.

A.D. 1922.

*Boston and
Spalding.*

4. In the event of any vacancy among the appointed or elected members of the Authority or of the Spalding Committee arising otherwise than by effluxion of time the vacancy shall be filled as soon as may be thereafter in the manner prescribed for the triennial appointment or election but any person so appointed or elected shall hold office only until the next triennial appointment or election.

KING'S LYNN PILOTAGE ORDER.

King's Lynn.

1. The limits of the King's Lynn Pilotage District (hereinafter referred to as "the Pilotage District") shall be the waters of the Wash bounded seawards by an imaginary straight line drawn from Gore Point on the coast of Norfolk running North 19 degrees East for a distance of $16\frac{1}{2}$ miles (i.e. to the present position of the N.E. Docking Buoy) then North 70 degrees West for a distance of 16 miles to Trusthorpe Tunnel on the coast of Lincolnshire together with the Lynn Cut and River Ouse below the Freebridge at King's Lynn and all other navigable rivers canals and cuts running into the Wash including all tidal and closed docks within such area but excluding the Wisbech Channel and the Wisbech Cut and any waters within the limits of compulsory pilotage of the Boston and Spalding Pilotage District.

Pilotage
District.

2. Pilotage shall be compulsory in that portion of the Pilotage District which lies within the following limits viz. :—

Limits of
compulsory
pilotage.

(a) An imaginary straight line drawn true West from the coast of Norfolk through the present position of the Bar Flat Gas Buoy (latitude $52^{\circ} 55' 3$ cables N. longitude $0^{\circ} 16' 40''$ E.) until it intersects the next mentioned line :

(b) An imaginary straight line drawn in a southerly direction from the present position of the High Horn Buoy (latitude $52^{\circ} 58'$ N. longitude $0^{\circ} 9' 0''$ E.) and passing through the present position of the Toft Beacon (latitude $52^{\circ} 56'$ N. longitude $0^{\circ} 9' 10''$ E.) to the coast of Lincolnshire.

3. The Pilotage Authority for the Pilotage District shall be the King's Lynn Conservancy Board as constituted by the King's Lynn Conservancy Act 1897 (hereinafter referred to as "the Authority").

Pilotage
Authority.

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King's Lynn.
Pilotage
Committee.

4.—(1) There shall be established a Pilotage Committee (hereinafter referred to as "the Committee") of the Authority consisting of persons appointed and elected as follows:—

- (a) Six members appointed by the Authority from among their own members of whom one shall be nominated by the Authority as chairman:
- (b) Two members appointed by the Authority from among persons (including members of the Authority) who are shipowners or other persons having practical experience of shipping or nautical affairs:
- (c) Two members from among the three persons (hereinafter referred to as "pilots' representatives") elected in manner hereinafter provided by the pilots licensed for the Pilotage District (hereinafter referred to as "licensed pilots") from among persons who either are or have been licensed pilots.

(2) The members of the Committee shall be appointed and elected respectively at the time and in the manner in the schedule hereto provided.

Powers of
Committee.

5. The Authority may delegate to the Committee any of their powers or duties under the Pilotage Act 1913. The decisions of the Committee on questions so delegated shall not require confirmation by the Authority but the Committee shall report their proceedings to the Authority.

Proceedings
of Com-
mittee.

6.—(1) The chairman if present shall preside at every meeting of the Committee. If the chairman is absent at any meeting such other member as the members then present choose shall preside.

(2) Every question at a meeting of the Committee shall be decided by a majority of votes of the members of the Committee present and voting on that question, and in the case of equality of votes the person presiding at the meeting shall have a second or casting vote.

(3) The quorum of the Committee shall be five.

(4) No member of the Committee shall take part in any proceedings of the Committee relating to any question affecting himself personally.

(5) Subject to the provisions of this Order the Committee may regulate their own procedure.

(6) No act or proceeding of the Committee shall be invalid on account of any vacancy in their body or on account of the appointment election or ascertainment of any member having been defective.

Period of
office.

7. Members of the Committee shall hold office from the date of their appointment or election respectively until such

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time as their successors may be appointed or elected respectively but shall be eligible for re-appointment or re-election respectively.

A.D. 1922.

King's Lynn.

8. The Authority may from time to time if they think fit purchase hire or build and equip maintain and work or enter into agreements or arrangements with any person for the supply use maintenance and working of such boats or vessels as in the opinion of the Authority may be required for the efficient working of the pilotage service. If a majority of the pilots concerned object to the Authority exercising these powers or if a difference arises between the Authority and the pilots as to the conditions on which these powers should be exercised the matter shall be referred to the Board of Trade whose decision shall be final.

Power to provide or arrange for supply of pilot boats.

9. Separate accounts shall be kept by the Authority of all moneys received and expended by them in their capacity as Pilotage Authority.

Separate accounts to be kept.

10. When in any part of the Pilotage District in which concurrent jurisdiction is exercised by the Authority and any other Pilotage Authority or authorities a ship bound for the port of King's Lynn is under the pilotage of a pilot licensed by any such other Authority that pilot shall be superseded by a pilot licensed by the Authority on his offering his services and the pilotage rate payable shall be divided between the two pilots in such proportion as may in case of dispute be determined by the Authority of the port to which the ship is bound.

Supersession of pilot where concurrent jurisdiction is exercised.

11. The Authority may at any time agree with any other Pilotage Authority having jurisdiction in the Wash to provide for a joint pilotage service for their respective districts in lieu of a separate pilotage service for each of such districts and thereupon such Authorities shall appoint some of their members to act as a joint committee and to consist of such number of persons and to exercise such of the powers exercisable by such authorities and generally to act in such a manner as such Authorities shall from time to time direct and upon such terms and conditions as may be agreed upon between such authorities.

Two or more Authorities may agree for joint pilotage service.

12. The following provisions namely:—

Repeal.

Section 41 so far as it relates to pilotage and sections 54 to 59 of the King's Lynn Conservancy Act 1897

and any other enactment or Order relating to pilotage in the Pilotage District shall cease to have effect and shall for the purposes of section 59 of the Pilotage Act 1913 be deemed to be superseded.

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King's Lynn.

Date of commencement.

Short title.

13. This Order shall come into force on the day when the Act confirming this Order is passed.

14. This Order may be cited as the King's Lynn Pilotage Order 1922.

SCHEDULE.

With respect to the appointment and election of the Committee the following provisions shall have effect that is to say:—

1. The persons to be appointed by the Authority as members of the Committee shall be appointed as soon as may be after the passing of the Act confirming this Order and thereafter in the month following every triennial appointment and election of members of the King's Lynn Conservancy Board.

2.—(1) The pilots' representatives shall be elected by the licensed pilots as soon as may be after the passing of the Act confirming this Order and thereafter in the month following every triennial appointment and election of members of the King's Lynn Conservancy Board provided that if any such representative having been elected as an active licensed pilot shall during his term of office retire from active service or surrender his licence then if a majority of the licensed pilots desire that he should no longer be one of their representatives they shall inform the Authority accordingly and he shall thereupon cease to be a pilots' representative and a vacancy shall be deemed to have arisen among the elected members of the Committee.

(2) For the purpose of electing the pilots' representatives the clerk to the Authority shall send out by registered letter to all the licensed pilots a circular announcing an election and enclosing a list of persons qualified under this Order to be pilots' representatives a voting card and a stamped envelope addressed to himself in which the card when filled in is to be returned within twenty-one days of the issue of the circular.

(3) Every licensed pilot shall be entitled to vote for three persons whose names are on the said list but shall not give more than one vote for any one person.

(4) At the expiration of twenty-one days from the issue of the said circular the said clerk shall examine the voting cards returned to him and shall prepare a list in order of the three persons who have received the greatest number of votes (any uncertainty by reason of two or more persons having

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received an equal number of votes being decided in favour of the licensed pilot or pilots having the longest service) and such persons shall thereupon be the pilots' representatives This list shall be posted up in the pilots' office.

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King's Lynn.

(5) The first two pilots' representatives on the list referred to in the preceding subsection shall be members of the Committee but in the event of either of these being unable to attend any meeting of the Committee the third representative may attend take part in the proceedings and vote in his stead.

3. The costs charges and expenses of and preliminary and incidental to the election of pilots' representatives shall be paid by the Authority out of the pilot fund.

4. In the event of any vacancy among the appointed or elected members of the Committee arising otherwise than by effluxion of time the vacancy shall be filled as soon as may be thereafter in the manner prescribed for the triennial appointment or election but any person so appointed or elected shall hold office only until the next triennial appointment or election.

WISBECH PILOTAGE ORDER.

Wisbech.

1. The limits of the Wisbech Pilotage District (hereinafter referred to as "the Pilotage District") shall be the waters of the Wash bounded seawards by an imaginary straight line drawn from Gore Point on the coast of Norfolk running North 19 degrees East for a distance of $16\frac{1}{2}$ miles (i.e. to the present position of the N.E. Docking Buoy) then North 70 degrees West for a distance of 16 miles to Trusthorpe Tunnel on the coast of Lincolnshire and of all navigable rivers canals and cuts running into it including all tidal and closed docks within such area but excluding all the Lynn Channel south of an imaginary straight line drawn true East from a point five cables due South of the present position of the Wisbech Bar Buoy (latitude $52^{\circ} 53' 8$ cables North longitude $0^{\circ} 15' 30''$ East) to the coast of Norfolk and also the Lynn Cut and any waters within the limits of compulsory pilotage of the Boston and Spalding Pilotage District.

Pilotage District

2. Pilotage shall be compulsory in that portion of the Pilotage District which lies within the following limits viz. :—

Limits of compulsory pilotage.

(a) An imaginary straight line drawn true West from the coast of Norfolk through the present position of the Bar Flat Gas Buoy (latitude $52^{\circ} 55' 3$ cables N. longitude $0^{\circ} 16' 40''$ E.) until it intersects the next mentioned line :

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Wisbech.

(b) An imaginary straight line drawn in a southerly direction from the present position of the High Horn Buoy (latitude 52° 58' N. longitude 0° 9' 0" E.) and passing through the present position of the Toft Beacon (latitude 52° 56' N. longitude 0° 9' 10" E.) to the coast of Lincolnshire.

Pilotage Authority.

3. The Pilotage Authority for the Pilotage District shall be the town council of Wisbech (hereinafter referred to as "the Authority").

Power to provide or arrange for supply of pilot boats.

4. The Authority may from time to time if they think fit purchase hire or build and equip maintain and work or enter into agreements or arrangements with any person for the supply use maintenance and working of such boats or vessels as in the opinion of the Authority may be required for the efficient working of the pilotage service. If a majority of the pilots concerned object to the Authority exercising these powers or if a difference arises between the Authority and the pilots as to the conditions on which these powers should be exercised the matter shall be referred to the Board of Trade whose decision shall be final.

Separate accounts to be kept.

5. Separate accounts shall be kept by the Authority of all moneys received and expended by them in their capacity as Pilotage Authority.

Supersession of pilot where concurrent jurisdiction is exercised.

6. When in any part of the Pilotage District in which concurrent jurisdiction is exercised by the Authority and any other Pilotage Authority or authorities a ship bound for the port of Wisbech is under the pilotage of a pilot licensed by any such other Authority that pilot shall be superseded by a pilot licensed by the Authority on his offering his services and the pilotage rate payable shall be divided between the two pilots in such proportion as may in case of dispute be determined by the Authority of the port to which the ship is bound.

Two or more authorities may agree for joint pilotage service.

7. The Authority may at any time agree with any other Pilotage Authority having jurisdiction in the Wash to provide for a joint pilotage service for their respective districts in lieu of a separate pilotage service for each of such districts and thereupon such authorities shall appoint some of their members to act as a joint committee and to consist of such number of persons and to exercise such of the powers exercisable by such authorities and generally to act in such a manner as such authorities shall from time to time direct and upon such terms and conditions as may be agreed upon between such authorities.

Repeal.

8. The following provisions namely :—

The Order in Council dated the 30th day of January 1893 approving rates of pilotage and byelaws for the port of Wisbech and any other enactment or Order relating

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to pilotage at Wisbech shall cease to have effect and shall for the purposes of section 59 of the Pilotage Act 1913 be deemed to be superseded and the sub-commissioners of pilotage at Wisbech appointed by the Corporation of the Trinity House in Kingston-upon-Hull shall be dissolved. Provided that the byelaws approved by the said Order in Council shall notwithstanding such repeal as aforesaid remain in full force until new byelaws shall be promulgated by the Authority under the Pilotage Act 1913.

A.D. 1922.

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Wisbech.

9. This Order shall come into force on the day when the Act confirming this Order is passed. Date of commencement.

10. This Order may be cited as the Wisbech Pilotage Order 1922. Short title.

Printed by EYRE and SPOTTISWOODE, LTD.,

FOR

WILLIAM RICHARD CODLING, Esq., C.V.O., C.B.E., the King's Printer of Acts of Parliament.

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