

CHAPTER 18. No. 3.

PILOTAGE.

AN ORDINANCE RELATING TO PILOTS AND PILOTAGE.

Ordinance
No. 33—1939.

[28th December, 1939.]

Commencement.

1. This Ordinance may be cited as the Pilotage Ordinance.

Short title.

2. In this Ordinance—

Interpreta-
tion.

“Pilotage Authority” means the Pilotage Authority constituted under the provisions of this Ordinance;

“Pilots Association” means the Trinidad Pilots’ and Berthing Masters’ Association incorporated under the provisions of the Companies Ordinance;

“Shipping Association” means the Shipping Association of Trinidad registered under the Trade Unions Ordinance on the 7th of May, 1938.

3. (1) The areas described in the First and Second Schedules hereto shall be the areas in respect of which pilots’ licences may be issued by the Pilotage Authority.

Pilotage area.
Schedules.

(2) The Governor may by proclamation amend, vary, or add to the Schedules hereto, or revoke any part thereof.

Pilotage Authority.

4. (1) The Pilotage Authority shall consist of—

Constitution
of Pilotage
Authority.

(a) the Harbour Master, who shall be *ex officio* Chairman,

(b) a member of the Shipping Association,

(c) two members of the Pilots Association, and

(d) a member of the Petroleum Association of Trinidad.

The members of the aforesaid Associations shall be appointed by the Governor and shall hold their appointments at the Governor's pleasure.

(2) In case of the temporary absence or incapacity of a member appointed under this section, the Governor may appoint another member to act temporarily in the place of such member who is absent or incapacitated.

(3) The Pilotage Authority shall be held to be validly constituted in spite of the absence or incapacity of one of its members and any act done or decision arrived at by the Chairman and one member shall be lawful and binding.

(4) The appointment, temporary or otherwise, and the removal of members shall be notified in the *Royal Gazette*.

Pilotage Authority to license pilots, etc.

5. Subject to the provisions of this Ordinance, the Pilotage Authority may license pilots for the purpose of conducting ships within the areas mentioned in the First and Second Schedules hereto, and do all such things as may be necessary or expedient for carrying into effect the powers and duties ascribed to the Pilotage Authority.

Pilotage Authority may make bye-laws. Qualifications of candidates.

6. (1) The Pilotage Authority may by bye-laws made under this Ordinance—

(a) determine the qualification in respect of age, physical fitness, time of service, local knowledge, skill, character, and otherwise to be required from persons applying to be licensed by them as pilots, provide for the examination of such persons, and fix the term for which a licence is to be in force, and the conditions under which a licence may be granted, renewed, or altered;

Limit of number.

(b) fix the limit (if any) on the number of pilots to be licensed for any specified area, and provide for the method in which and the conditions under which the list of pilots is to be filled up;

Good government of pilots.

(c) provide generally for the good government of pilots licensed by the Pilotage Authority, and of apprentices, and in particular for ensuring their good conduct and constant attendance to an effectual performance of their duties, whether at sea or on shore;

- (d) determine the system to be adopted with respect to the supply and employment of pilots, and provide, so far as necessary for the approval, licensing, and working of pilot boats; Employment of pilots.
- (e) provide for the punishment of any breach of any bye-laws made by them for the good government of pilots or apprentices by the infliction of fines not exceeding one hundred dollars without prejudice to their powers under this Ordinance to revoke or suspend the licence in the case of any such breach of bye-law; Punishment for breach of bye-laws.
- (f) fix the rates of payments to be made in respect of the services of a licensed pilot (in this Ordinance referred to as pilotage dues), and define the circumstances and conditions under which pilotage dues may be payable on different scales and provide for the collection and distribution of pilotage dues; Rates of payment.
- (g) if and so far as it appears to the Pilotage Authority to be generally desired by the pilots concerned, provide for the pooling of pilotage dues earned by the licensed pilots or by any class of pilots; Pooling of dues.
- (h) provide for a deduction being made from any sums received by pilots of any sums required for meeting the administrative expenses of the Pilotage Authority; Deduction for expenses of authority.
- (i) provide, if and so far as it appears to the Pilotage Authority to be generally desired by the pilots, for bonds (the penalty of which shall not in any case exceed five hundred dollars) being given by pilots for the purpose of the provisions of this Ordinance limiting pilots' liability; Bonds by pilots.
- (j) establish pilots' benefit funds, if and so far as it appears to the Pilotage Authority necessary to provide for insurance of pilots against sickness and accident, for endowment against old age, and provide for the administration of any such fund and for the conditions of participation in any such fund; Pilots' benefit funds.
- (k) provide for the method of conducting the examination of masters and mates applying for pilotage certificates so as to maintain a proper standard of efficiency; Examinations.
- (l) prohibit the grant of pilotage certificates to masters or mates who do not hold at least a mate's certificate of competency recognized under Part II. of the Merchant Shipping Act, 1894; Competency.

Re-examination.

(*m*) provide that a pilotage certificate shall not be renewed without re-examination unless the master or mate has made not less than a specified number of visits to the port as master or mate of any ship in respect of which the certificate is granted;

Masters and mates holding pilotage certificates.

(*n*) apply with any necessary modifications to masters and mates holding pilotage certificates any bye-laws made under this section for the good government of pilots and the punishment of any breach of any such bye-law;

Contributions towards pilot fund.

(*o*) require the owners of ships, whose masters or mates hold pilotage certificates, to contribute towards the pilot fund or account and require the holders of such certificates to make a periodical return to them of the pilotage services rendered by them: Provided that the contribution so required from an owner shall not exceed such proportion of the pilotage dues which would have been payable in respect of the ship if the master or mate had not held a pilotage certificate, as may be fixed by the Pilotage Authority;

Fees.

(*p*) fix the fees to be paid for examinations and for the issue or renewal of licences and certificates;

Meetings of Pilotage Authority.

(*q*) provide for the holding of meetings of the Pilotage Authority and for the procedure to be followed and the matters to be considered at such meetings;

Other matters.

(*r*) provide for any matter for which provision is to be made or may be made under this Ordinance by bye-law.

Confirmation of bye-laws.

(2) A bye-law made under this section shall not take effect unless it has been approved by the Governor in Council.

Pilots' licences.

Licensing of pilots by Pilotage Authority not to involve any liability.

7. The grant or renewal of a licence or certificate by the Pilotage Authority under the powers given to them by this Ordinance does not impose any liability on such Authority for any loss occasioned by any act or default of the pilot.

Pilots to be British subjects.

8. No pilot's licence shall be granted to any person not a British subject.

Form of pilot's licence and produc-

9. (1) A pilot's licence shall be in a form approved for the time being by the Pilotage Authority.

(2) A licensed pilot shall, when required by the Pilotage Authority by whom the licence has been granted, produce his licence to the Authority, and, in case his licence is revoked or suspended, shall deliver up his licence to such Authority.

tion and return of pilot's licence to Pilotage Authority.

(3) On the death of a licensed pilot, the person into whose hands his licence comes shall without delay transmit it to the Pilotage Authority.

Death of pilot.

(4) If any licensed pilot or other person fails to comply with the requirements of this section, he shall be liable, on summary conviction, to a fine of fifty dollars in respect of each offence.

Penalty.

Pilotage certificates.

10. (1) The Pilotage Authority may grant a certificate (in this Ordinance referred to as a pilotage certificate) to any person who is *bonâ fide* the master or mate of any ship if that person applies for such a certificate, and if, after examination, they are satisfied that, having regard to his skill, experience, and local knowledge, he is capable of piloting the ship of which he is master or mate within the compulsory pilotage areas:

Grant of pilotage certificates to masters and mates.

Provided that a pilotage certificate shall not be granted to the master or mate of a ship unless he is a British subject.

British subject.

(2) A pilotage certificate shall be in a form approved for the time being by the Pilotage Authority, and shall contain (in addition to any other particulars which may be prescribed) the name of the person to whom the certificate is granted, the name and draught of water of the ship or ships in respect of which it is granted, the limits of the area in respect of which the certificate is granted, and the date on which it was granted.

Form of certificate.

(3) A pilotage certificate shall not be in force for more than a year from the date on which it is granted, but may be renewed annually by the Pilotage Authority, subject to the provisions of any bye-law made by that Authority as to re-examination.

Annual certificate.

(4) A pilotage certificate may be granted so as to extend to more than one ship belonging to the same owner, while the master or mate is *bonâ fide* acting as master or mate of any such ship, provided that they are ships of substantially the same class.

Certificate may extend to other ships.

Alteration of pilotage certificate to another ship.

(5) The Pilotage Authority may, on the application of the master or mate of a ship, alter his pilotage certificate so as to relate to any other ship or ships of a not substantially greater draught of water or tonnage than that to which the certificate formerly related, to which the master or mate may be transferred, or so as to cover any ships of substantially the same class and belonging to the same owner as the ships to which the certificate already relates.

What deemed to be owner-ship.

(6) The Pilotage Authority may, for the purposes of this section, treat ships which are shown to their satisfaction to be *bonâ fide* under the management of the same person as manager, managing owner, demisee, or time charterer, as being ships owned by that person.

Supplementary provisions as to licences and certificates.

Suspension or revocation of a pilot's licence or a pilotage certificate.

11. The Pilotage Authority may suspend or revoke any pilot's licence or any pilotage certificate granted by them, if it appears to them, after giving the holder thereof an opportunity of being heard, that he has been convicted of any offence under this Ordinance or of any breach of any bye-law made by the Pilotage Authority, or that he has committed any other misconduct affecting his capability as a pilot, or that he has failed in or neglected his duty as a pilot, or that he has become incompetent to act as pilot; and a licence or certificate, if so suspended, shall cease to have effect for the period for which it is suspended.

Appeal by pilot, master, or mate against action of Pilotage Authority with respect to pilot's licence or pilotage certificate.

12. (1) If a complaint is made to the Governor in Council that the Pilotage Authority have—

(a) without reasonable cause refused or failed to examine any candidate for a pilot's licence or a master or mate for a pilotage certificate, or to grant such a licence or certificate after examination; or

(b) conducted any examination for a pilot's licence or a pilotage certificate improperly or unfairly; or

(c) imposed conditions on the granting of a pilot's licence or a pilotage certificate which they have no power to impose, or which are unreasonable; or

(d) without reasonable cause refused or failed to renew

a pilotage certificate, or having obtained possession of any such certificate, refused or failed to return it; or

(e) without reasonable cause suspended or revoked a pilotage certificate; or

(f) in any other manner failed properly to perform their duties under this Ordinance with respect to the matters above-mentioned in this section, or improperly exercised any of their powers under this Ordinance with respect to those matters;

the Governor in Council shall consider the complaint, and, if of opinion that the complaint is in any respect well founded, shall make such order as he thinks fit for the purpose of redressing the matter complained of, and the Pilotage Authority shall give effect to any order so made.

(2) If the Pilotage Authority refuse or fail to give effect to any order made under the preceding subsection, the Governor may, for the purpose of giving effect to the order, exercise any powers of the Pilotage Authority, and anything done by the Governor in the exercise of those powers shall have the same effect as if it had been done by the Pilotage Authority.

Upon failure to comply with order, Governor may exercise powers of Pilotage Authority.

13. (1) It shall be the duty of a person whose pilot's licence or pilotage certificate is revoked or suspended under this Ordinance or whose licence or certificate has expired, to surrender his licence or certificate to the Pilotage Authority within seven days, and, if he fails to do so, he shall be liable, on summary conviction, to a fine of fifty dollars.

Surrender of licences or certificates.

(2) If a pilot's licence or a pilotage certificate is suspended it shall, if it is still in force at the expiration of the period of suspension, be restored with the particulars of the suspension endorsed on it.

14. (1) If a pilot is aggrieved by the suspension or revocation by the Pilotage Authority of his licence, or by the refusal or failure of the Pilotage Authority to renew his licence, or by the refusal or failure of the Pilotage Authority who have obtained possession of his licence to return it to him, he may appeal to a Judge of the Supreme Court.

Appeal to Supreme Court.

(2) For the purpose of hearing the appeal, the Judge may, if he thinks fit, sit with an assessor of nautical and pilotage experience selected and summoned by the Judge.

(3) The Judge may confirm or reverse the suspension or revocation of the licence, or the refusal or failure to renew a licence, or may make such order in the case as may seem just, and his decision shall be final.

(4) The costs incurred by the Pilotage Authority under this section shall be payable out of any fund applicable to the general expenses of such Authority.

(5) In default of or subject to any rules which may be made under the Judicature Ordinance, a Judge in Chambers shall give such directions as may be necessary with respect to the procedure to be observed on any appeal under this section.

Compulsory pilotage.

Compulsory
pilotage
areas.

15. The areas described in the Second Schedule hereto shall be compulsory pilotage areas.

Obligations
where pilotage
is compulsory.

16. (1) Every ship (other than an excepted ship) while navigating in a compulsory pilotage area shall be under the pilotage of a pilot licensed for such area or under the pilotage of a master or mate possessing a pilotage certificate for such area and *bonâ fide* acting as master or mate of the ship.

Fine for
failing to
employ a
pilot.

(2) If any ship (other than an excepted ship) in circumstances in which pilotage is compulsory under this section, is not under pilotage as required by this section, the master of that ship shall in respect of each offence be liable, on summary conviction, to a fine not exceeding double the amount of the pilotage dues that could be demanded for the conduct of the ship. A prosecution for an offence under this subsection shall not be instituted without the consent of the Pilotage Authority.

Excepted
ships.

(3) For the purposes of this Ordinance the following ships are excepted ships—

- (a) ships belonging to His Majesty or to the Government;
- (b) pleasure yachts;
- (c) fishing vessels;
- (d) ferry boats plying as such exclusively within the limits of the harbours of the Colony;
- (e) ships of less than fifty tons gross tonnage;
- (f) ships exempted from compulsory pilotage by bye-laws as hereinafter provided in this section.

(4) The Pilotage Authority may by bye-laws made under this Ordinance exempt from compulsory pilotage any of the following classes of ships, if not carrying passengers, up to such limit of gross tonnage in each case as may be fixed by such bye-laws, that is to say:—

Exemptions
by bye-laws.

(i) ships whose ordinary course of navigation does not extend beyond the seaward limits of the harbours of the Colony, whilst navigating within those limits or within such parts thereof as may be specified in the bye-law;

(ii) ships registered under the provisions of the Merchant Shipping Act, 1894, and trading locally;

For the purposes of this subsection, a ship which habitually trades between any port or ports of the Colony and any port or ports between the equator and latitude 28° North and East of longitude 90° West and West of longitude 50° West shall be deemed to be trading locally if it does not remain out of the territorial waters of the Colony for more than sixty days since the date of its last sailing from the Colony.

Trading
locally.

17. Notwithstanding anything in any law, the owner or master of a ship navigating under circumstances in which pilotage is compulsory shall be answerable for any loss or damage caused by the ship or by any fault of the navigation of the ship in the same manner as he would if pilotage were not compulsory.

Liability of
owner or
master in the
case of a ship
under
pilotage.

18. Notwithstanding anything in this Ordinance contained it shall not be compulsory on the master or other person in charge of a ship to take or employ the services of any pilot when such ship is not navigating in a compulsory pilotage area, and, every such master or other person may lawfully pilot and conduct his own ship within the areas described in the First Schedule hereto so long as he does so without the aid or assistance of any person other than the ordinary crew of such ship.

Pilotage
outside
compulsory
areas.

Pilotage and dues.

19. (1) The owner or master of any ship which shall arrive in the Colony, or shall navigate from one place to another within the Colony, or the consignee of or agent for such ship shall, on demand, pay to the pilot by whom such ship was

Payment of
pilotage
dues.

piloted the full pilotage due payable under this Ordinance, within twenty-four hours after the performance of the service for which such pilotage due shall be demanded. In default of such payment the pilotage dues may be recovered summarily on complaint before a Magistrate, but such recovery shall not take place until a previous demand has been made in writing.

(2) Any consignee or agent (not being the owner or master of the ship) who is hereby made liable for the payment of pilotage dues in respect of any ship, may, out of any moneys received by him on account of that ship or belonging to the owner thereof, retain the amount of such dues paid by him, together with any reasonable expenses he may have incurred by reason of the payment of the dues or his liability to pay the dues.

Pilots may demand fees in advance.

20. No pilot shall be bound to conduct any ship to sea until the full amount of the outward pilotage of such ship shall have been paid, or the payment thereof guaranteed to the satisfaction of such pilot.

Payment of pilot when detained on board outward bound ship.

21. In case any pilot employed by the master of any ship prepared to sail shall repair on board and shall nevertheless be detained on board for more than three hours before such ship shall weigh anchor and proceed on her voyage, every such pilot so detained shall be entitled to demand and receive, over and above the prescribed rate of pilotage, detention money in respect of the whole time he is so detained on board at the rate of one dollar for each hour or part thereof and shall have the like remedy for recovery of the same as is provided in this Ordinance for recovery of pilotage dues.

Saving the rights of parties and their remedies under contracts of insurance.

22. Nothing in this Ordinance contained shall extend or be construed to extend to deprive any person of any remedy under any contract of insurance, or of any other remedy whatsoever, which he might have had if this Ordinance had not been passed, by reason or on account of the neglect, default, incompetency, or incapacity of any pilot duly acting in charge of any ship under the provisions of this Ordinance, and nothing in this Ordinance contained shall be construed to impose any liability on the Government for any damage or loss resulting from any neglect, default, incompetency, incapacity, or any act whatsoever of any pilot or person acting as a pilot under the provisions of this Ordinance.

23. Nothing in this Ordinance contained shall be held to excuse or indemnify any pilot for any damage arising from his neglect or want of skill.

Liability of pilots for negligence or incapacity.

24. If any damage shall be caused by any ship while in charge of a pilot to any beacon, buoy, harbour-mark, jetty, or other public property, it shall be lawful for the Harbour Master of Port-of-Spain, or any person by him authorised in that behalf, to sue for and recover such damage in the Supreme Court exercising Admiralty Jurisdiction as a Colonial Court of Admiralty under the provisions of the Colonial Courts of Admiralty Act, 1890.

Harbour Master may recover for damage to public property.

25. (1) A licensed pilot, who has given a bond in conformity with bye-laws made for the purpose under this Ordinance, shall not be liable for neglect or want of skill beyond the penalty of the bond and the amount payable to him on account of pilotage in respect of the voyage in which he was engaged when he became so liable.

Limitation of pilot's liability.

(2) Where any proceedings are taken against a pilot for any neglect or want of skill in respect of which his liability is limited as provided by this section, and other claims are made or apprehended in respect of the same neglect or want of skill, the court in which the proceedings are taken may determine the amount of the pilot's liability, and, upon payment by the pilot of that amount into court, may distribute that amount rateably among the several claimants, and may stay any proceedings pending in any other court in relation to the same matter, and may proceed in such manner and subject to such regulations as to making persons interested parties to the proceedings, and as to the exclusion of any claimants who do not come in within a certain time, and as to requiring security from the pilot, and as to payment of any costs as the court thinks just.

Offences by pilots.

26. If any pilot, when piloting a ship, by wilful breach of duty or by neglect of duty, or by reason of drunkenness—

Penalty on pilot endangering ship, life, or limb.

(a) does any act tending to the immediate loss, destruction, or serious damage of the ship, or tending immediately

to endanger the life or limb of any person on board the ship; or

(b) refuses or omits to do any lawful act proper and requisite to be done by him for preserving the ship from loss, destruction, or serious damage, or for preserving any person belonging to or on board the ship from danger to life or limb;

that pilot shall in respect of each offence be liable on indictment to imprisonment for three years.

Penalty
on person
obtaining
charge of a
ship by
misrepresenta-
tion.

27. If any person, by wilful misrepresentation of circumstances upon which the safety of a ship may depend, obtains, or endeavours to obtain, the charge of that ship, that person and every person procuring, abetting, or conniving at the commission of the offence shall, in addition to any liability for damages, be liable, on summary conviction, to a fine of five hundred dollars in respect of each offence.

Offences by
pilots.

28. (1) If a licensed pilot—

(a) himself keeps, or is interested in keeping by any agent, servant, or other person, any premises licensed for the sale of intoxicating liquors, or sells or is interested in selling any intoxicating liquors, tobacco, or tea;

(b) is in any way directly or indirectly concerned in any corrupt practices relating to ships, their tackle, furniture, cargoes, crews, or passengers, or to persons in distress at sea or by shipwreck, or to their moneys, goods, or chattels;

(c) lends his licence;

(d) acts as pilot whilst suspended;

(e) acts as pilot when in a state of intoxication;

(f) employs, or causes to be employed, on board any ship which he is piloting, any boat, anchor, cable, or other store, matter, or thing beyond what is necessary for the service of that ship, with intent to enhance the expenses of pilotage for his own gain or for the gain of any other person;

(g) refuses or wilfully delays, when not prevented by illness or other reasonable cause, to pilot any ship, upon the signal for a pilot being made by that ship, or upon being required to do so by the master, owner, agent or consignee thereof, or by the Pilotage Authority, or by the Harbour Master, or by any officer of Customs and Excise;

(h) unnecessarily cuts or slips, or causes to be cut or slipped, any cable belonging to any ship;

(i) refuses, otherwise than on reasonable ground of danger to the ship, when requested by the master, to conduct the ship which he is piloting into any port or place; or

(j) quits the ship, which he is piloting, before the service for which he was engaged has been performed and without the consent of the master of the ship;

that pilot shall, in addition to any liability for damages, be liable, on summary conviction, to a fine of five hundred dollars in respect of each offence.

(2) The provisions of the law relating to customs with respect to the recovery of penalties under that law, and the application of such penalties, shall apply in the case of any prosecution by any officer of Customs and Excise for the recovery of a fine in respect of any offence against this section.

Prosecution
by customs
officer.

29. Every licensed pilot, when taken on board a ship, shall produce his licence to the master or other person in charge of such ship, who shall enter or cause such pilot's name to be entered in the log book; and if any pilot—

Refusing to
produce
licence, etc.

(i) shall refuse or neglect to produce such licence, or

(ii) shall cause to be entered a false name in such log book, or

(iii) shall refuse or neglect to produce a copy of this Ordinance or a copy of the rates payable or of the bye-laws and regulations made in pursuance of this Ordinance,

he shall be liable, on summary conviction, to a fine of fifty dollars.

Offences generally.

30. Any person not being a licensed pilot who shall—

(i) tender his services as a licensed pilot, or

(ii) procure any person to tender his services to act as a licensed pilot, or

(iii) undertake to act as a licensed pilot and act as such,
or

Offences by
person not
being a
licensed
pilot.

(iv) fraudulently use or exhibit, or attempt to use or exhibit, the licence of a licensed pilot, or

(v) wilfully use any distinctive mark or flag prescribed by this Ordinance for pilot boats,

shall be liable, on summary conviction, to a fine of one hundred dollars.

When person
may act as
pilot without
licence.

31. Any unlicensed person may offer himself to pilot a ship in distress so long as no licensed pilot is in sight: Provided always, that if any unlicensed person shall not deliver the charge of such ship after a licensed pilot has offered to come on board and take charge of the ship (such ship being at the time within the limits for which he is qualified) such unlicensed person shall be liable, on summary conviction, to a fine of fifty dollars.

Master to
declare
draught.

32. If any master or other person having the chief command of any ship, on being requested by any pilot having the charge of such ship to declare her draught of water, and her length and beam, refuses to do so, or himself makes or is privy to any other person making a false statement to such pilot as to such draught, he shall be liable, on summary conviction, to a fine of fifty dollars.

Fraudulent
alteration of
marks
denoting
draught.

33. If any master or other person having the chief command of any ship or interested in any ship, makes or is privy to any other person making, any fraudulent alteration in the marks on the stem or on the stern post of such ship denoting her draught of water, he shall be liable, on summary conviction, to a fine of five hundred dollars.

SCHEDULES.

(Section 3.)

FIRST SCHEDULE.**Optional Pilotage Areas.***Trinidad.*

The territorial waters of the Colony south of Latitude $10^{\circ} 43'$ North and west of Longitude $61^{\circ} 27'$ West, excluding the Harbours and Channels in the Second Schedule.

Tobago.

The Scarborough Harbour.

SECOND SCHEDULE.(Sections 3
and 15.)**Compulsory Pilotage Areas.**

(a) The dredged channel and basin in Port-of-Spain harbour extending in a north-easterly direction from a beacon in Latitude $10^{\circ} 38' 00''$ N. and Longitude $61^{\circ} 33' 05''$ W. and defined by other beacons, including an area within a radius of half a sea mile south-west of the seaward beacon.

(b) An area within a radius of half a sea mile from a light beacon in approximately Latitude $10^{\circ} 18' 43''$ N. and Longitude $61^{\circ} 28' 50''$ W. situated on a jetty known as Trinidad Leaseholds Jetty.

(c) An area within a radius of half a sea mile from a light beacon in approximately Latitude $10^{\circ} 15' 10''$ N. and Longitude $61^{\circ} 37' 12''$ W. situated on a jetty known as Pitch Point Jetty.

(d) An area within half a sea mile from a light beacon in Latitude $10^{\circ} 14' 54''$ N. and Longitude $61^{\circ} 38' 06''$ W. situated on a jetty known as Brighton Jetty.

(e) An area within half a sea mile from a light beacon in Latitude $10^{\circ} 12' 04''$ N. and Longitude $61^{\circ} 42' 50''$ W. situated on a jetty known as Point Fortin Jetty.