

GOVERNMENT NOTICE No. 113

TRINIDAD AND TOBAGO

A. G. 8/14/57

THE PILOTAGE ORDINANCE, CH. 18. No. 3

BYE-LAWS

MADE BY THE PILOTAGE AUTHORITY UNDER SECTIONS 7 AND 16 (4) OF  
THE PILOTAGE ORDINANCE

THE PILOTAGE BYE-LAWS, 1957

1. These Bye-laws may be cited as the Pilotage Bye-laws, 1957.

Citation.

2. In these Bye-laws, unless the context otherwise requires, the following Interpretation expressions have the meanings hereby assigned to them:—

"apprentice" means a person serving an apprenticeship to the Pilots' Association, under the terms approved by the Authority, and who is in training as a candidate for a pilot's licence;

"the Authority" means the Pilotage Authority established by section 4 of the Ordinance;

"Basin" means the dredged portion of the harbour of Port-of-Spain abutting on King's Wharf and its extension, but does not include the dredged channel leading to such dredged portion;

"certificated officer" means a master or mate holding a pilotage certificate granted to him by the Authority;

"the Committee" means a committee of the Authority appointed by such Authority;

"compulsory pilotage areas" means the areas described in the Second Schedule to the Ordinance;

"Dock Master" means the person for the time being in charge of the mooring or unmooring, docking or undocking, of a vessel at any out-port;

"Grier Channel" means the dredged channel in the Port-of-Spain harbour leading to the Basin and extending in a north-easterly direction from a beacon in latitude 10° 38' 00" N, and longitude 61° 33' 05" W. and marked out by other beacons;

"Harbour Master" means the Harbour Master of the harbour of Port-of-Spain;

"King's Wharf" means the deep water wharf built on the reclaimed area South of Wrightson Road, Port-of-Spain, and extending from a point in latitude 10° 38' 43" N., and longitude 61° 30' 54" W. in a North 62° west direction;

"King's Wharf Extension" means the deep water wharf to the West of King's Wharf;

"master" means the person for the time being in command or having charge of a ship;

"net registered tonnage" means the net tonnage registered or ascertained in accordance with the Tonnage Regulations of the Merchant Shipping Act, 1894;

"optional pilotage areas" means the areas described in the First Schedule to the Ordinance;

"the Ordinance" means the Pilotage Ordinance;

"out-port" means any of the compulsory pilotage areas other than the area described at paragraph (a) of the Second Schedule to the Ordinance;

"pilot" means a person holding a licence granted by the Authority to pilot vessels in one or more pilotage areas;

"pilotage areas" include compulsory pilotage areas and optional pilotage areas;

"pilotage dues" means the payment to be made in respect of the services of a pilot;

"pilots' office" means the premises of the Pilots' Association at Port-of-Spain;

"Pilot Master" means the person appointed to be Pilot Master by the Pilots' Association with the approval of the Authority;

"Secretary-Accountant" means the person appointed to be Secretary-Accountant by the Pilots' Association with the approval of the Authority;

"ship" means every description of vessel used in navigation not propelled by oars.

Qualifications  
of candidates  
for pilot's  
licence.

3. A person shall not be licensed as a pilot unless and until he satisfies the Authority that—

- (a) he is a natural born British subject;
- (b) he is, at the time a licence is first granted him, more than twenty-five and not more than forty years of age;
- (c) he holds a certificate as a Master Mariner issued by the Government of Trinidad and Tobago or an equivalent or higher certificate;
- (d) he has served an apprenticeship of not less than six months with the Pilots' Association under the conditions approved by the Authority;
- (e) he has produced certificates of good conduct and sobriety from persons by whom he may have been employed during the three years immediately preceding his application for a licence;
- (f) he has satisfied either a board of medical practitioners or a medical practitioner approved by the Authority:—
  - (i) that he is medically and physically fit;
  - (ii) that his eyesight is normal in respect of both distance and colour;
- (g) he has satisfied the examining committee constituted under these Bye-laws that he has a satisfactory knowledge of local conditions and the regulations affecting the pilotage areas for which he has applied for a licence including—
  - (i) his skill in handling ships;
  - (ii) his knowledge of navigation in each area for which he has applied for a licence;
  - (iii) the courses and distances between any two places within the limits of such pilotage areas;
  - (iv) the rise, velocity and set of the tides;
  - (v) the depth and character of the soundings;
  - (vi) the best anchorages;
  - (vii) the banks, shoals and other dangers;
  - (viii) the buoys and lights in such areas.

4. (1) Applications for admission as an apprentice shall be made to the Pilots' Association. Such applications shall forthwith be entered in a register kept for that purpose by the Pilots' Association. These entries shall set out the name, age, address and qualifications of the applicant. Selection of apprentices.

(2) Applications for admission as an apprentice shall be presented periodically by the Pilots' Association to the Authority, and always in order of their entry in the register required to be kept by paragraph (1) of this bye-law.

(3) Whenever a vacancy occurs in the number of licensed pilots, the Pilots' Association shall submit to the Authority for its approval the application of the applicant considered by them most suitable for admission as an apprentice. Appointment of pilots.

(4) The Authority shall cause to be kept a register wherein shall be entered the following particulars:— Register of pilots.

(a) the name, age and qualifications of each licensed pilot;

(b) the date on which each such pilot passed the examinations required by paragraphs (f) and (g) of bye-law 3 of these Bye-laws.

5. (1) A pilot's licence or pilotage certificate shall be valid for a period of one calendar year from the date of its being issued. Duration, renewal, fees for licences, certificates and examinations.

(2) When the holder of a pilot's licence shall have attained the age of sixty years, he shall not be entitled to have his licence renewed unless and until he has satisfied the Authority that he is medically and physically fit and that his eyesight is normal in respect of distance and colour.

(3) A candidate for an examination for a pilot's licence or a pilotage certificate shall pay to the Authority a fee of fifteen dollars. From this fee each examiner shall be entitled to be paid a fee of five dollars for each examination.

(4) The fees prescribed in Schedule II to these Bye-laws shall be payable to the Authority on the issue or renewal of a pilot's licence or pilotage certificate prescribed in these Bye-laws.

6. (1) The number of pilots to be licensed for all areas may at any time be fixed by resolution of the Authority if the pilotage requirements of ships calling at the ports of the Colony so warrant. Temporary licences, number of pilots—Fees for such licences.

(2) It shall be lawful for the Authority to issue temporary licences to pilot ships in any areas to one or more pilots in excess of the prescribed number whenever the Authority is satisfied that conditions necessitate such temporary addition to the number of licensed pilots.

(3) A temporary licence issued under this bye-law shall not be in force for a longer period than three months in the first instance but may be renewed from time to time for a like period, provided that the holder thereof shall return it for cancellation by the Authority when the Authority considers and notifies him that the conditions which necessitated its issuance no longer exist. If the holder of a temporary licence fails to comply with the requirements of this paragraph, he shall be guilty of an offence against these Bye-laws and shall be liable on summary conviction to a fine not exceeding twenty-five dollars.

(4) A person holding a temporary licence shall be subject to all the provisions of these Bye-laws with the exception of sub-paragraphs (b) and (d) of bye-law 3.

(5) Notwithstanding anything contained in these Bye-laws every person to whom a temporary licence is issued shall pay to the Authority a fee of \$10 on the issue of the licence and a fee of \$2.50 on each renewal of such licence.

Sickness to  
be reported.

7. (1) Any pilot unable to perform his duties through illness or other cause shall forthwith cause the Harbour Master to be so notified.

(2) Any pilot who fails to comply with the provisions of paragraph (1) of this bye-law shall be guilty of an offence against these Bye-laws and shall be liable on summary conviction to a fine not exceeding twenty-five dollars.

Leave for  
pilots.

8. (1) No pilot shall leave the Colony without the permission of the Chairman of the Authority; such permission shall be in writing and shall not be granted without the approval of the Authority.

(2) Any pilot who contravenes the provisions of paragraph (1) of this bye-law shall be guilty of an offence against these Bye-laws and shall be liable on summary conviction to a fine not exceeding twenty-five dollars.

Duties of  
pilots.

9. (1) A pilot shall obey and execute all lawful orders and directions given and issued by the Authority, the Harbour Master, or the General Manager of the Port Services Department. Orders affecting pilots who are members of the Pilots' Association shall be given through the Pilot Master or his nominee, and when so given shall be deemed to have been given to the pilot or pilots concerned.

In a harbour, port or dock, a pilot shall also obey all lawful orders and directions of a Harbour or Dock Master relating to docking, undocking, towing or removing a ship under his charge, so long as such ship shall be within the limits of any harbour or dock as the case may be.

(2) A pilot shall observe strict sobriety. He shall throughout the time he is in charge of a ship use his utmost care and diligence for her safety and the safety of other vessels or property.

(3) A pilot shall not lay a ship aground without a written order from the owner or master of such ship, or the agent of the owner, as the case may be: Provided that a pilot may, in his discretion, when the owner, master, or agent is absent or unavailable, lay aground any ship which in his opinion is likely to cause an obstruction or danger in a fairway, channel or harbour.

(4) A pilot shall not leave a ship piloted by him until she is berthed alongside a wharf or jetty or brought to a safe anchorage or, if outward bound, until the appropriate limits referred to in bye-law 10 have been reached.

(5) A pilot shall before leaving a ship piloted or attended by him hand a pilotage note to the master of such ship, who shall enter thereon in ink all the particulars required, and sign the said note when the services of the pilot are completed. The note shall also be signed by the pilot.

(6) A pilot shall not bring a ship alongside any wharf or jetty, should the signal for the wharf or jetty be against him, or if no signal is usually used, unless he shall have first received permission from the person in charge of the wharf or jetty.

(7) A pilot shall behave with due civility towards the owner, master, and officers of any ship under his charge.

(8) A pilot about to take charge of a ship which is outward bound or which is about to be moved from the wharf or jetty where she is lying, shall go on board and report himself to the master or officer in command before the appointed time so as to enable her to be moved out from the wharf or jetty or to proceed to sea or to her destination.

(9) A pilot when on duty shall always have with him a reliable watch, official tide tables for the Colony, a copy of these Bye-laws and directions for the time being in force for the pilotage areas, and his licence.

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(10) A pilot in charge of a ship before leaving a wharf, or jetty or anchorage shall enquire of the master or officer in command whether the steering gear is connected and in proper working order, and when clear shall direct that the anchors be ready for letting go. A pilot boarding and taking charge of an inward bound ship shall direct that the anchors be ready for letting go without delay.

(11) A pilot shall not proceed to any port or place outside the pilotage area for which he is licensed for the purpose of piloting any ship into such area without the permission of the Harbour Master.

(12) A pilot shall not attend to give evidence at any trial or enquiry to which he is not a party, unless he has been required so to do by any lawful summons or subpoena, and a pilot so summoned or subpoenaed shall on the receipt of such summons or subpoena report the receipt thereof in writing to the Harbour Master.

(13) A pilot who notices within the pilotage area or areas for which he is licensed any alteration or alterations in any of the banks or channels, or any buoys or beacons which have been driven away, broken down, damaged or displaced, or any circumstances affecting the safety of navigation, shall forthwith give a correct description thereof in writing to the Pilot Master on duty who shall forward it as soon as possible to the Chairman of the Authority.

(14) A pilot, when any accident has happened to, or has been caused by a ship while in his charge, shall as soon as possible report the facts in writing to the Pilot Master on duty who shall forthwith forward such report to the Authority.

(15) The duties of a pilot in regard to an outward bound ship shall commence as soon as such ship begins to unmoor for the purpose of proceeding to sea.

(16) On inward bound ships the duties of a pilot shall commence when he boards the ship in any position within a pilotage area.

(17) In the event of a pilot refusing to proceed to sea from any anchorage or from any wharf or jetty with any ship which he is qualified to pilot when requested so to do by the master, owner or agent of such ship, he shall forthwith give his reasons therefor in writing to the Pilot Master on duty who shall forward them to the Authority.

(18) If a pilot mislays his licence he shall forthwith give notice thereof to the Authority, stating the circumstances in which the licence was mislaid, and shall forthwith apply to the Authority for a duplicate licence.

(19) A pilot shall not hold directly or indirectly any share or interest in any tug company or in any vessel used regularly or occasionally for towing ships in the pilotage areas.

(20) On landing at Port-of-Spain after piloting a ship in or out, all pilots for all pilotage areas shall report their movements without delay to the pilots' office. At outports, pilots shall report to the Pilot Master on duty.

(21) Pilots for all pilotage areas are to be available at the shortest possible notice and shall be connected by telephone at their residence.

(22) All pilots shall attend frequently at the pilots' office to examine the latest charts of the Colony, notices to mariners and other information relating to the waters of the Colony.

(23) A pilot shall wear when on duty either ashore or afloat such uniform as may from time to time be required by the Authority.

(24) Any pilot who contravenes any provision of this bye-law shall be guilty of an offence against these Bye-laws and shall be liable on summary

conviction to a fine not exceeding one hundred dollars (without prejudice to the powers conferred on the Authority by the Ordinance to revoke or suspend his licence).

Boarding or  
leaving ships.

10. The limits for pilots boarding or leaving ships shall coincide with the limits specified in Bye-laws 14 and 15.

Employment  
of pilots.

11. Pilots shall be allotted to ships in all pilotage areas by the Pilot Master subject to any special directions of the Harbour Master or the General Manager of the Port Services Department.

Pilot boats.

12. (1) No boat shall ply as a pilot boat or carry a pilot flag or pilot boat light or make signals prescribed under Article 8 of the Regulations for the Prevention of Collision at Sea in or near any area prescribed in the First and Second Schedules to the Ordinance unless a pilot is on board.

Any boat engaged solely for the purpose of embarking or disembarking pilots in ships shall have the word "Pilot" painted on the bow or superstructure in plain letters.

(2) Any person who plies a boat in respect of which the provisions of paragraph (1) of this bye-law are contravened shall be guilty of an offence against these Bye-laws and shall be liable on summary conviction to a fine not exceeding one hundred dollars.

Rates for  
calculation of  
pilotage dues.

13. Pilotage dues in respect of pilotage services rendered by licensed pilots in the several pilotage areas shall be calculated in accordance with the rates laid down in bye-laws 14 and 15 and in Schedule 1 to these Bye-laws. All these rates shall be subject to such surcharge or rebate as may from time to time be fixed by the Authority and approved by the Governor in Council.

Pilotage dues  
in compulsory  
pilotage areas.

14. (1) Pilotage dues in respect of services rendered by licensed pilots in compulsory pilotage areas shall be calculated as follows—

- (a) the relevant charge prescribed in Schedule 1 to these Bye-laws shall be made;
- (b) an additional charge, based on the maximum draught of the ship, at the time the pilotage services are rendered shall be made in respect of ships navigating the Grier Channel or Basin; such charge shall be fifty cents per foot with a minimum draught of ten feet;
- (c) between the hours of 6 a.m. and 6 p.m. a charge of \$15.00 shall be made in respect of running lines when such operation is carried out with the aid of a pilot's launch or launches.

Between the hours of 6 p.m. and 6 a.m. and on all Sundays and public holidays an additional charge of \$2.50 shall be made for such service.

(2) The pilotage dues calculated in accordance with the provisions of paragraph (1) of this bye-law shall cover pilotage of any ship to or from the Grier Channel and Basin when the pilot boards it, or leaves it at anchor or under weigh, within the limits of Port-of-Spain harbour.

(3) Whenever a ship is shifted in the Basin and the operation necessitates letting go and re-securing at another berth, the pilotage dues calculated in accordance with sub-paragraphs (a) and (b) of paragraph (1) of this bye-law shall be charged.

(4) Whenever a ship is shifted along King's Wharf without letting go, a pilot need not be employed. If a pilot is employed half the pilotage dues calculated in accordance with sub-paragraphs (a) and (b) of paragraph (1) of this bye-law shall be charged.

(5) In case of pilotage at out-ports, the pilot shall embark within five miles, but not less than one mile, of the berth.

15. Pilotage dues in respect of services rendered by licensed pilots in non-compulsory areas shall be calculated in accordance with the following provisions of this bye-law:—

Pilotage dues in non-compulsory pilotage areas.

	\$	c.
(1) Within the limits of Port-of-Spain Harbour:		
(a) to and from an anchorage ... ..	15.00	
(b) to and from alongside another vessel or hulk ...	20.00	
(c) to an anchorage and then proceeding alongside another vessel or hulk within two hours of anchorage	24.00	
(d) to or from Grier Channel from or to alongside another vessel or hulk (additional to charge in respect of compulsory pilotage) ... ..	4.00	
(2) Outside of Port-of-Spain Harbour limits :		
(a) from outside the Bocas to Teteron, Chaguaramas Bay, Carenage, Port-of-Spain, Goodridge Bay, Pointe-a-Pierre, San Fernando, Brighton, or Point Fortin, or vice versa, per unit of net registered tonnage ... ..		.02
(provided that the minimum charge shall be) ...	40.00	
(b) from inside the Bocas to Teteron, Chaguaramas Bay, Carenage, Port-of-Spain, Goodridge Bay, Pointe-a-Pierre, San Fernando, Brighton, or Point Fortin, or vice versa per unit of net registered tonnage ... ..		.01
(provided that the minimum charge shall be) ...	20.00	
(c) from Port-of-Spain to Goodridge Bay, San Fernando, Pointe-a-Pierre, Brighton or Point Fortin, or vice versa, per unit of net registered tonnage ...		.01
(provided that the minimum charge shall be) ...	20.00	
(d) from Goodridge Bay, Pointe-a-Pierre, San Fernando to Brighton or Point Fortin or vice versa per unit of net registered tonnage ... ..		.01
(provided that the minimum charge shall be) ...	15.00	
(e) from Port-of-Spain to Carenage or Chaguaramas Bay or vice versa per unit of net registered tonnage		.01
(provided that the minimum charge shall be) ...	15.00	

16. (1) A pilot shall be entitled to detention money in accordance with the provisions of section 21 of the Ordinance at the rate of five dollars for each hour or part thereof and shall have the like remedy for recovery of the same as is provided in the Ordinance for recovery of pilotage dues.

Payment of pilot when detained on board outward bound ship.

(2) An attendance fee of \$7.50 at Port-of-Spain and \$14.00 at out-ports in lieu of detention shall be charged in respect of a pilot ordered for a vessel when such order is subsequently cancelled:

Provided always that no fee shall be chargeable when notice of cancellation or change in time of such vessel's arrival is received before the pilot starts his journey to such vessel by land or sea, as the case may be.

(3) Any pilot who, without his consent or who, owing to unavoidable necessity, shall be taken beyond the limits of the areas for which he is licensed, shall be entitled—

(a) to a detention fee of twenty dollars for each day he is so detained; and

(b) in the event that he is taken to a foreign port, to a first class return passage to the Colony by ship or plane.

*16 A. Travelling allowances - inserted by G.N. 79/54*

Cases when pilot cannot board ship.

17. If any boat or ship having on board a licensed pilot leads any ship which has not a licensed pilot on board, in a non-compulsory area, when the last mentioned ship cannot through stress of weather or other exceptional circumstances be boarded, the pilot so leading the last mentioned ship, at the request of the master thereof, shall be entitled to full pilotage rates as if he had actually been on board and had charge of that ship.

Collection of pilot dues.

18. A pilot who is not a member of the Pilots' Association shall collect all fees due to him and members of the Association shall make arrangements for the collection by the Secretary-Accountant of all fees due to them.

Association to make returns to the Authority.

19. (1) The Secretary-Accountant shall make an annual audited return to the Authority of all revenue and expenditure of the Association, and when required to do so by the Authority shall render supplementary returns.

(2) The Secretary-Accountant shall place annually before the Authority an audited statement of the Provident Fund or staff pension scheme accounts of the Association, and a certificate that all insurances required by the Articles are in force.

(3) The Secretary-Accountant shall furnish the Authority monthly with a statement giving the following particulars in respect of each pilot for the preceding month :

(a) Number and description of pilotage movements performed monthly at Port-of-Spain and out-ports.

(b) Leave or sick periods, if any, with dates.

(c) Stand off periods with dates.

Pilots to give bond.

20. (1) Every pilot on being licensed, and every pilot already licensed, shall execute a bond for five hundred dollars in such form as the Authority may direct with a view to the limitation of his liability for neglect or want of skill to that amount as prescribed by section 24 of the Ordinance.

(2) Any pilot who fails to execute a bond as required by paragraph (1) of this bye-law shall be guilty of an offence against these Bye-laws and shall be liable on summary conviction to a fine not exceeding one hundred dollars.

Conditions applicable prior to the receipt of a pilotage certificate.

21. (1) A master or mate of a ship who applies for a pilotage certificate shall not be entitled to receive such certificate unless and until he satisfies the Authority that—

(a) he holds a certificate as master or mate issued by the Government of Trinidad and Tobago or an equivalent or higher certificate;

(b) he has made six voyages to the compulsory pilotage area for which he applies for a certificate within the twelve months immediately preceding the date of his application;

(c) he has passed an examination conducted by the committee appointed under bye-law 26 of these Bye-laws;

(d) he has fulfilled the requirements of paragraphs (a), (c), (f), and (g) of bye-law 3 of these Bye-laws.

(2) Where the master or mate of a drogher applies for a pilotage certificate he shall satisfy the Authority that—

- (a) he holds a certificate as master or mate issued by the Government of Trinidad and Tobago;
- (b) he has made six voyages, assisted by a licensed pilot, to each compulsory pilotage area within the three months immediately preceding the date of his application to navigate in such area;
- (c) he has passed an examination conducted by the committee appointed under bye-law 26 of these Bye-laws;
- (d) he has fulfilled the requirements of paragraphs (a), (e), (f), and (g) of bye-law 3 of these Bye-laws.

(3) A ship having a licensed pilot on board shall in compulsory areas have priority over a ship which has not such a pilot on board.

22. A pilotage certificate shall not be renewed without re-examination unless the applicant has made not less than three voyages to the compulsory pilotage area referred to in the certificate during the twelve months immediately preceding his application for the renewal of his certificate. Renewal of pilotage certificates.

23. The fees to be paid for the issue and renewal of pilotage certificates shall be in accordance with Schedule II to these Bye-laws: Provided that a pilotage certificate shall not be renewed until the applicant has produced a certificate from a medical practitioner approved by the Authority to the effect— Fees for pilotage certificates, medical certificates.

- (a) that the applicant's eyesight is normal as regards distance and colour visions;
- (b) that he is physically fit for pilotage duties.

24. (1) The holder of a pilotage certificate shall produce on demand to any harbour master, pilot, officer of Police or Customs, his pilotage certificate when piloting within an area specified in the Second Schedule to the Ordinance. Certificated officers to produce certificates.

(2) Any such person failing to comply with paragraph (1) of this bye-law shall be liable on summary conviction to a fine not exceeding ten dollars.

25. Every holder of a pilotage certificate when in charge of a vessel underway in any compulsory area shall cause by day the international Code flag "H" to be flown from the jumper stay, and by night in addition to side lights a white light over a red light in a vertical line not less than eight feet apart to be carried in a similar position. Any such person failing to comply with this bye-law shall be liable on summary conviction to a fine not exceeding ten dollars. Certified officers to fly signals.

26. A committee of the Authority appointed to conduct examinations under these Bye-laws shall consist of the Harbour Master, who shall be Chairman, and such members of the Authority as are licensed pilots. Examining Committee.

27. In addition to ships exempted from compulsory pilotage under section 16 (3) of the Ordinance, all British ships and foreign flag tugs under 600 gross tons trading locally within the meaning of section 16 (4) of the Ordinance and registered under the provisions of the Merchant Shipping Act, 1894, shall be exempted from compulsory pilotage if not carrying passengers, provided that the Master of any such ship satisfies the Committee referred to in bye-law 26 of these Bye-laws that he is a fit and proper person to be given an exemption certificate. Exempting local trade ships.

Meeting of the  
Authority.

28. (1) The Authority shall meet on the third Monday in each calendar month to transact business : Provided that should that day be a public holiday the meeting shall be postponed to the following Monday or such other day as the Chairman may appoint.

Should for any reason business be not concluded at a regular meeting, the meeting may be adjourned to such date as the Chairman may decide.

(2) It shall be competent for the Chairman to call by notice in writing an emergency meeting of the Authority at any time, should he consider the business sufficiently urgent.

Duties of the  
Authority.

29. The Authority shall consider at its regular meetings all business placed before it in connection with—

- (a) recommendations made for the amendment or alteration of the Ordinance or Bye-laws dealing with pilotage;
- (b) complaints against pilots or holders of pilotage certificates;
- (c) proposals to vary fees for pilotage licences or certificates;
- (d) the disposal of funds accruing to the Authority;
- (e) proposals to engage apprentices to the pilotage service;
- (f) suggestions for the improvement of the pilotage service;
- (g) any business arising under these Bye-laws which is properly before the Authority.

Fees to be  
credited to  
Authority.

30. All fees payable under Schedule II of these Bye-laws shall be credited to the Authority and shall be used by them to defray all just expenses lawfully incurred by the Authority so that any surplus shall be applied as provided under section 6 of the Ordinance.

Pilot boarding  
and landing  
fees.

31. The following fees shall be paid by all vessels when under pilotage—

- (a) On week days other than public holidays—
  - (i) within the declared limits of Port-of-Spain harbour ... .. \$11.00
  - (ii) within the area from the Bocas to the western declared limit of Port-of-Spain harbour and bounded on the South by the parallel of 10° 35' North ... .. \$33.00

Provided that the payment of fees prescribed at (i) and (ii) shall be optional in the case of vessels proceeding under pilotage from within the declared limit of Port-of-Spain harbour to any out-port or vice versa, and that the fee prescribed at (i) shall not apply in the case of vessels when shifting berth at the King's Wharf, or King's Wharf Extension.

- (b) Between the hours of 6 p.m. and 6 a.m. and on Sundays and Public Holidays an additional charge of \$2.50 shall be made.

32. The owners of every ship—

- (a) whose master or mate holds a pilotage certificate; and
- (b) which arrives from or departs for a foreign port; and
- (c) which during such arrival or departure calls within a compulsory pilotage area,

shall pay for each call an amount equivalent to 25 per centum of the pilotage dues provided by bye-law 14 and Schedule I to these Bye-laws.

33. The following Bye-laws are hereby revoked without prejudice to any-<sup>Revocation.</sup> thing done or suffered thereunder, or any right, privilege, obligation, or liability acquired, accrued or incurred thereunder:—

- (a) The Pilotage Bye-laws.
- (b) The Pilotage (Amendment No. 3) Bye-laws, 1953.
- (c) The Pilotage (Amendment) Bye-laws, 1955.

SCHEDULE I

COMPULSORY PILOTAGE AREAS

<i>Net Registered Tonnage of Ship</i>	PORT-OF-SPAIN		OUT-PORTS
	<i>In or Out and Mooring in Basin</i>		<i>In or Out</i>
	\$	c.	\$ c.
Up to and including 500 tons ... ..	6.00		25.00
Over 500 up to and including 1,000 tons...	8.00		25.00
Over 1,000 up to and including 1,500 tons...	10.00		25.00
Over 1,500 up to and including 2,000 tons...	12.00		30.00
Over 2,000 up to and including 2,500 tons...	14.00		30.00
Over 2,500 up to and including 3,000 tons...	16.00		35.00
Over 3,000 up to and including 3,500 tons...	18.00		35.00
Over 3,500 up to and including 4,000 tons...	20.00		40.00
Over 4,000 up to and including 4,500 tons...	22.00		40.00
Over 4,500 up to and including 5,000 tons...	24.00		45.00
Over 5,000 up to and including 6,000 tons...	29.00		50.00
Over 6,000 up to and including 7,000 tons...	34.00		55.00
Over 7,000 up to and including 8,000 tons...	39.00		60.00
Over 8,000 up to and including 9,000 tons...	44.00		65.00
Over 9,000 up to and including 10,000 tons	49.00		70.00
Over 10,000 up to and including 11,000 tons	54.00		75.00
Over 11,000 up to and including 12,000 tons	59.00		80.00
Over 12,000 up to and including 13,000 tons	64.00		85.00
Over 13,000 up to and including 14,000 tons	69.00		90.00
Over 14,000 up to and including 15,000 tons	74.00		95.00
Over 15,000 up to and including 16,000 tons	79.00		100.00
For each additional 1,000 tons or part thereof an additional charge of ... ..	5.00		5.00

SCHEDULE II

Fees payable to the Pilotage Authority on the issue of a pilot's licence:—

	\$	c.
First issue ... ..	15.00	
Renewal or Amendment ... ..	5.00	
Duplicate ... ..	2.50	

Fees payable to the Pilotage Authority on the issue of a pilotage certificate:—

	\$	c.
First issue ... ..	25.00	
Renewal ... ..	10.00	
Amendment to Certificate ... ..	5.00	
Duplicate ... ..	2.50	

Made by the Pilotage Authority on the 29th day of July, 1957.

J. H. LEAL  
*Harbour Master,  
Chairman, Pilotage Authority*

Approved by the Governor in Council this 30th day of July, 1957.

E. MURRAY  
*Ag. Clerk, Executive Council*

(M.P.: 55562 Part II)

A.G. 1033/51.