

HARBOURS AND PILOTAGE REGULATIONS

ARRANGEMENT OF REGULATIONS

REGULATION

1. Citation.
2. Interpretation.

ARRIVAL OF VESSELS

3. Arrival of vessels.
4. Master to answer all questions put to him by visiting officer.

CONTROL, MOORING, ETC., OF VESSELS AFTER ARRIVAL

5. Mooring limits.
6. Manner of mooring when alongside stappings, and penalty for breach.
- 7-8. Rules as to rig of vessels in harbour, etc.

REGULATION

9. Vessels discharging or loading at public stellings.
10. (1) Power to the Harbour Master to order vessel to move when necessary.
(2) Penalty for failure to move.
11. Vessel leaving anchor and or chain at moorings to buoy the same.
12. (1) Preparation of pitch, tar, etc., for vessel.
(2) Vessels working spirits, etc., to use electric light.
13. Regulations as to vessels on fire in harbour.
14. Providing of punt, etc., with proper grapnels and chains.
15. Provisions as to vessel sunk or aground in harbour.
16. Dealing with boat adrift, etc.
17. Mode of dealing with article found adrift.
18. Throwing overboard ballast, carcass or other injurious matter.
19. Extension, etc., of stellings.
20. Sawdust, refuse, etc., not to be deposited in harbour without permission.
21. Obstruction of public stelling by timber, etc.
22. Penalty for impeding free movements of vessels in harbour.
23. Vessels proceeding across river to keep out of way of vessels plying up and down river.
24. Place of office and general duties of the Harbour Master.
25. Marking of Government craft.

PILOTS, APPRENTICES AND LIGHTHOUSES

26. Record of appointments.
27. Application for pilot's service.
28. Attendance of pilots at pilot office.
29. Pilot to produce his licence when required to do so.
30. Penalty for refusing to produce licence as pilot.
31. Penalty for person falsely representing himself to be a pilot.
32. Master to supply pilot with all information asked in connection with vessel piloted.
33. Procuring certificate of draught of vessel.
34. Harbour master's decision final in cases of dispute.
35. Pilot to give master flag on boarding vessel.
36. Penalty for vessel displaying pilot's flag not having on board a pilot.
37. Offences of pilots.
38. Punishment of pilot for wilful breach of duty.
39. Moving of vessel in pilotage district certificate to be given by master.
40. Vessels arriving with sickness on board.
41. Vessels led liable to full pilotage dues.
42. Extraordinary services rendered in stress of weather.
43. Examining committee.
44. Application for pilot's licence.
45. Licences issued to pilots to be published in the *Gazette*.

- 46. (1) Pilotage fees and exemptions from payment of.
(c) Pilotage fees for interregional vessels, etc.
(2) Fee for extraordinary work.
- 47. Fee payable for pilot.
- 48. Steam vessels to or from Georgetown to use buoyed channel.
- 49. Penalty for injuring lighthouse, lights, buoy, beacon, etc.
- 50. Lighthouses, buoys, beacons, etc., in use of Department under superintendence of Harbour Master.

SURVEYS, ETC.

- 51. Making of surveys and soundings.
- 52. Penalty for offences not provided for.

LEGAL AND OTHER PROCEEDINGS

- 53. Mode of making complaint against person employed in pilot establishment.
- 54. Proceedings to be brought in name of Harbour Master.

SCHEDULE—Fees and Dues for the Pilotage of Vessels.

HARBOURS AND PILOTAGE REGULATIONS

made under section 28

Reg.
31/12/1924
21/4/1925
16/12/1929
22/1/1934
27/1948
16/1950
15/1952
19/1953
7/1963
19/1965
4 of 1972

1. These Regulations may be cited as the Harbours and Pilotage Regulations. Citation.

2. In these Regulations—

“Collisions Regulations” means the Collision Regulations made on the 13th October, 1910 under section 418 of the applied Act entitled the Merchant Shipping Act, 1894, and published in the *Gazette* of the 18th January, 1911, at page 134 (Notice No. 15); Interpretation.
[Reg. 27/1948
19/1965]

“the Department” means the Transport and Harbours Department established under the Transport and Harbours Act;

"dock" includes wet docks and basins, locks, cuts, entrances, dry docks, graving docks, gridirons, slips, quays, wharves, piers, stages, landing-places, and jetties;

"General Manager" means the General Manager of the Department;

Cap. 148
1953 Ed.

"visiting officer" means a visiting officer under the Quarantine Ordinance and includes the Harbour Master, any deputy harbour master and any officer of customs.

ARRIVAL OF VESSELS

Arrival of
vessels.

3. Every vessel arriving in a harbour (whether or not she has previously entered any other port in Guyana) shall unless liable by law to the performance of quarantine be allowed to proceed at once to her anchorage either by day or by night, after which the visiting officer shall visit her, if arriving between sunset and sunrise at some time before 7 o'clock on the succeeding morning or, if arriving between sunrise and sunset as soon as possible after her arrival.

Master to
answer all
questions
put to him
by visiting
officer.

4. (1) The master of every vessel shall answer all questions put to him by the visiting officer in the execution of his duty.

(2) Any master who refuses to answer any such questions shall be liable to a fine of seven hundred and fifty dollars.

CONTROL, MOORING, ETC., OF VESSELS AFTER ARRIVAL

Mooring
limits.
[Reg.
22/1/1934]

5. (1) No vessel or boat shall be anchored or moored within the Georgetown Harbour at a less distance than one cable from the Park Line mark on the East Bank of the Demerara River, *i.e.* within a line parallel to the shore drawn in a northerly and southerly direction. No vessel, except a foreign-going steam vessel, shall be anchored or moored in that part of the Georgetown Harbour bounded on the north by a line drawn from Best Groyne on the West Bank to Bentinck Stelling on the East Bank, and on the south by a line drawn from Vreed-en-Hoop Stelling on the West Bank to the Government Bonded Warehouse on the East Bank.

(2) If any vessel is or remains anchored or moored contrary to this regulation, the master, agent or owner shall be liable to a fine of three hundred dollars, and if any such vessel is not removed immediately on notice to remove being given either orally or in writing to the master, agent or owner thereof by the Harbour Master, such master, agent or owner shall be liable to a further fine of thirty dollars per hour for every hour or part of an hour that such vessel or boat remain after such notice:

Provided that the aggregate amount of such penalties shall not exceed two hundred dollars.

6. (1) Not more than three vessels may be made fast alongside of each other when alongside of any stelling without the permission of the Harbour Master, and in no circumstances may any such craft project out into the river more than one hundred feet, nor shall any vessel be made fast to any stelling in such a manner that it projects out into the river beyond the end of the stelling unless such craft is lying in a northerly and southerly direction parallel with the shore.

Manner of mooring when alongside stellings, and penalty for breach. [Reg. 22/1/1934]

(2) If any vessel is anchored or moored contrary to this regulation, the master, agent or owner shall be liable to a fine of three hundred dollars, and if such vessel is not removed immediately upon notice to remove being given, either orally or in writing, to the master, agent or owner thereof by the Harbour Master, such master, agent or owner shall be liable to a further fine of thirty dollars for every hour or part of an hour that such vessel may remain after such notice:

Provided that the aggregate amount of such penalties shall not exceed six hundred dollars.

7. No vessel shall have an outrigger projecting more than twelve feet from the rail or gunwale.

Rules as to rig of vessels in harbour, etc.

8. (1) Every vessel moored in a harbour or lying alongside any stelling shall have its lower yards topped up, and its flying jib-booms run in; no vessel shall have an outrigger longer than twelve feet from the gunwale or shall run an anchor on shore or shall have a rope made fast on shore or stelling or to another vessel, except in case of emergency, or in warping from one place to another, or in getting under weigh or when necessary to keep such vessel moored in a harbour or alongside any stelling and if such anchor or rope is in such a position as to interfere with navigation the same shall be properly lighted from half an hour after sunset to half an hour before sunrise. Such anchor and rope shall not be left out longer than is necessary.

(2) Any master who is convicted of a breach of this regulation shall be liable to a fine of three hundred dollars.

9. Cargo shall not be put ashore at nor taken from a public stelling except by means of small boats or from small craft which must land or take their cargo without delay.

Vessels discharging or loading at public stellings.

(Subsidiary)

Harbours and Pilotage Regulations

Power to the Harbour Master to order vessel to move when necessary. [Reg. 22/1/1934]

10. (1) The Harbour Master may order any vessel lying alongside a stelling or moored or anchored in a harbour to remove in any direction or to any place that he may direct—

- (a) for the purpose of facilitating the movement of other vessels; or
- (b) for her own safety; or
- (c) for the safety of other vessels; or
- (d) for the purpose of enforcing quarantine regulations, or
- (e) for the purpose of securing free, or clear navigation; or
- (f) for the purpose of enabling other vessels to come alongside the same or neighbouring stellings.

Penalty for failure to move.

(2) Any master who refuses to move his vessel, when so ordered, shall be liable to a fine of not less than seventy-five dollars and not more than three hundred dollars, and, in addition, he shall be liable to a further penalty of thirty dollars for every hour or part of an hour that the vessel may remain after he has been so ordered to move:

Provided that the aggregate amount of such penalties shall not exceed six hundred dollars.

Vessel leaving anchor and or chain at moorings to buoy the same.

11. Whenever any vessel has to move from her moorings, leaving anchor and or chain behind it shall be the duty of the owner, master, or local representative of such owner or master to cause them to be properly buoyed before her departure or within two hours thereof, and they shall be taken up and removed from the bed of the river within forty-eight hours thereof failing which, the owner or master shall be liable to a fine of not less than thirty or more than seventy-five dollars for every twenty-four hours they so remain after the expiration of the time specified for their removal.

Preparation of pitch, tar, etc., for vessel.

12. (1) If any pitch, tar or combustible matter is required for the use of any vessel—

- (a) lying to, moored, or at anchor in a harbour, or
- (b) lying alongside any stelling,

such pitch, tar or combustible matter shall be prepared in a boat at least ten fathoms distant from the nearest vessel or stelling.

Vessels working spirits, etc., to use electric light.

(2) No light other than electric light shall be used on board any vessel when—

- (a) loading, discharging, starting, cooping or removing spirits, or
- (b) working highly inflammable cargo or part cargoes; or
- (c) highly inflammable cargoes or materials are near the work being done.

(3) The master of any vessel who fails to comply with any of the requirements of this regulation shall be liable for each offence to a fine of three hundred dollars.

13. (1) If any vessel is on fire in a harbour the master thereof shall immediately get his vessel into the stream and to leeward of other vessels.

Regulations as to vessels on fire in harbour.

(2) The Harbour Master shall after his arrival, whether the master be on board or not, take charge of such vessel until she is in his opinion removed to safe distance from other vessels.

(3) The master of any vessel who without reasonable excuse (the proof whereof shall lie on him) acts in contravention of paragraph (1) shall be liable to a fine of seven hundred and fifty dollars.

14. (1) Every punt and craft shall be provided with a good iron grapnel and chain or cable of sufficient weight and strength, according to the size of the vessel; and no punt or craft shall be allowed to make fast to a public stelling between sunset and sunrise without permission of the Harbour Master.

Providing of punt, etc., with proper grapnels and chains.

(2) For any breach of the provisions of this regulation the owner of such punt or craft shall be liable to a fine of not less than fifteen dollars and not exceeding seventy-five dollars.

15. (1) If a vessel sinks or runs ashore within any harbour or pilotage district the owner, hirer, master or consignee thereof shall within twelve hours of such occurrence give notice thereof to the Harbour Master. Any person failing to comply with this requirement shall be liable to a fine of three hundred dollars.

Provisions as to vessel sunk or aground in harbour. [Reg. 16/12/1929]

(2) If a vessel which has sunk or run ashore as aforesaid is in such a position as to be, in the opinion of the Harbour Master, a danger to navigation, he shall cause it or its position to be adequately marked with buoys and lights until such vessel is raised, removed or destroyed.

[Subsidiary]

Harbours and Pilotage Regulations

c. 49:08

(3) The Harbour Master may raise or remove any vessel which has sunk or run ashore as aforesaid and may cause the same with all the tackle, apparel, and furniture thereof and all merchandise, goods and articles found on board, or such part as is preserved and recovered to be sold at public auction and after deducting all expenses incurred in lighting, buoying, raising and removing such vessel, shall pay the surplus, if any, to the Comptroller of Customs for disposal by him in accordance with the provisions of the Wrecks Removal Act. If, however, the expenses which may have been incurred as aforesaid, exceed the proceeds of sale of the vessel including such articles aforementioned as may have been preserved and recovered, or in the event of its not being found possible to raise or remove such vessel, and its destruction in the circumstances being the only alternative, all expenses which may be incurred by the Harbour Master in this direction together with the expenses aforementioned may by an action at law be recovered by him from the owner or any part-owner of the vessel:

Provided that where the owner or a part-owner or the agent of such owner or part-owner of any such vessel is resident in Guyana and can with reasonable diligence be found, the Harbour Master shall not raise, remove or destroy such vessel unless and until he shall have given such owner, part-owner or agent, or left at his usual or last known place of abode or business, a notice in writing requiring him to raise, remove or destroy the vessel within such time as the Harbour Master may think reasonable for the purpose.

(4) No action shall lie against the Harbour Master for anything done by him or anyone acting under his directions or authority in or about the raising, removal, destruction or sale of any vessel or of any tackle, apparel, furniture, merchandise, goods or articles as aforesaid.

Dealing with
boat adrift,
etc.

16. Any person who finds a boat or other craft or any package adrift, or picks up an anchor or cable, not buoyed, shall forthwith deliver the same to the Harbour Master, and, in default of so doing, shall be liable to a fine of not less than fifteen dollars and not exceeding one hundred and fifty dollars.

Mode of
dealing
with article
found
adrift.
[16 of 1040]

17. (1) On receiving from any person any boat, craft, package, anchor, or cable mentioned in the preceding clause, the Harbour Master shall forthwith advertise the same, giving notice that, if not claimed within ten clear days from the date of the publication of such advertisement, the same will be sold by public auction on a

day to be named by the Harbour Master; and, on the sale being effected, the Harbour Master shall, before paying over the proceeds to the Department, deduct thereout all expenses necessarily incurred.

(2) In the event of any such article being claimed, and right thereto established, to the satisfaction of the Harbour Master, before the expiration of the ten days mentioned in the advertisement, he shall deliver such article to the owner thereof, on payment by him to the Department of the expenses actually incurred, and of a salvage not exceeding one-third of the appraised value, after deduction of expenses, to be determined by the Harbour Master.

18. (1) It shall be the duty of the master of every vessel to remove or cause to be removed therefrom the carcass of any dead animal or anything whatsoever injurious to health lying therein.

Throwing overboard ballast, carcass or other injurious matter.

(2) If any ballast, ashes or any other thing which does not float or the carcass of any dead animal, or other thing injurious to health is thrown overboard from any vessel or from any stelling below mean high water mark of spring tides, the master of the vessel, or the occupier or owner of the stelling shall be liable to a fine of three hundred dollars for each offence.

(3) Anything required in accordance with paragraph (1) to be removed from any vessel shall be removed and be disposed of as may be directed or sanctioned by the Harbour Master.

19. (1) No stelling shall be erected, extended, altered, or added to without the licence in writing of the General Manager and subject to such conditions as he may impose relating thereto.

Extension, etc., of stellings. [Reg. 27/1948]

(2) Any person who erects, extends, alters or adds to any stelling without having previously obtained the licence of the General Manager to do so shall be liable to a fine of seven hundred and fifty dollars.

(3) The Harbour Master may, after previous notification in writing so to do, remove or cause to be removed any erection, extension, alteration or addition made in contravention of paragraph (1).

20. (1) No material, sawdust, refuse, or anything whatsoever may be deposited anywhere in any harbour without the permission of the Harbour Master.

Sawdust, refuse, etc., not to be deposited in harbour without permission.

(2) Any person who commits a breach of this regulation shall be liable to a fine of three hundred dollars and in addition thereto may be required to remove the thing deposited within twenty-four hours after notice has been given by the Harbour Master so to do.

Obstruction of public stelling by timber, etc.

21. If any timber or other article which may cause obstruction is dropped alongside or in front of any public stelling, such timber or other article may be seized, and, on complaint preferred by the Harbour Master before the magistrate, shall be forfeited and sold; and the owner of the vessel from which such timber or other article was dropped, or the owner of such timber or other article, shall, on being convicted, be liable to a fine of seventy-five dollars for each offence.

Penalty for impeding free movements of vessels in harbour.

22. Every person who wilfully or negligently causes any impediment to the free movements of vessels in any harbour shall be liable to a fine of three hundred dollars.

Vessels proceeding across river to keep out of way of vessels plying up and down river.
[Reg. 16/12/1929]

23. Notwithstanding anything to the contrary in the regulations for preventing collisions at sea made under the applied Act entitled the Merchant Shipping Act, 1894, every vessel navigating the waters of any river within the limits of the harbour of Georgetown or of the harbour of New Amsterdam shall, when proceeding across such river, keep out of the way of any other vessel which may be proceeding up or down the said river and shall, if the circumstances of the case admit, avoid crossing ahead of such other vessel.

Place of office and general duties of the Harbour Master.
[Reg. 27/1948]

24. The Harbour Master shall have an office in such place as may be appointed by the Minister; he shall keep a correct journal of everything occurring in his department; he shall keep a launch carrying a distinguishing flag by which he may be known at all times, and manned by a proper crew, for the purpose of performing the duties of his department; he shall pay regular visits to the shipping, and shall satisfy himself that all vessels are properly moored or made fast to a stelling.

Marking of Government craft.

25. The Harbour Master shall satisfy himself that all Government craft are duly marked with the proper numbers according to their licences.

PILOTS, APPRENTICES AND LIGHTHOUSES

Record of appointments.
[Reg. 27/1948]

26. A record of all warrants of appointment of pilots shall be kept at the office of the Department.

27. (1) Every person desiring to have the services of a pilot shall apply to the Harbour Master for the same, and shall state, if practicable, the draught of the vessel to be piloted and the hour and place at which the pilot's services will be required.

Application for pilot's service.

(2) The Harbour Master shall, on receipt of the application referred to in paragraph (1), direct which pilot shall give his services and, if practicable, at what place and hour.

(3) When it is possible for a person to obtain the services of a pilot at the lightship, such pilot shall, unless detailed on other special duty, pilot such vessel and the person requiring the services of such pilot need not apply to the Harbour Master as provided in paragraph (1).

28. The pilots while in port shall attend at the pilot office at such times as they may be required.

Attendance of pilots at pilot office.

29. (1) Every pilot shall, when required to do so, produce his licence to the General Manager and in case of its revocation or suspension, he shall forthwith deliver it up to the General Manager.

Pilot to produce his licence when required to do so.

(2) On the death of a pilot any person into whose hands his licence comes shall without delay transmit it to the General Manager.

[Reg. 27/1948]

(3) If a pilot or other person contravenes the requirements of this regulation, he shall be liable in respect of each offence to a fine of one hundred and fifty dollars.

30. (1) Every pilot when acting as such shall be provided with his licence, and shall if requested produce it to any person by whom he is employed, or to whom he offers his services as a pilot.

Penalty for refusing to produce licence as pilot.

(2) If a pilot refuses to produce his licence in accordance with this regulation, he shall be liable, in respect of each offence, to a fine of one hundred and fifty dollars.

31. If any person not being a pilot falsely represents himself to be such, either by means of using a licence or otherwise, he shall be liable in respect of each offence to a fine of three hundred dollars.

Penalty for person falsely representing himself to be a pilot.

32. (1) A pilot may require the master of the vessel which he is piloting to declare her draught of water, length and beam, and the master shall comply with any such request.

Master to supply pilot with all information asked in connection with vessel piloted.

(2) If the master of any vessel refuses to declare as aforesaid, or makes, or is privy to making any false statement to the pilot in answer to the request, he shall be liable in respect of each offence to a fine of three hundred dollars.

Procuring
certificate of
draught of
vessel.

33. (1) Every pilot previous to quitting a vessel of which he has had charge, either on arrival or departure, shall procure from its master a certificate (which the master is hereby required to give) stating the draught of water of and such other facts as the Harbour Master may require him to ascertain relating to such vessel, and whether or not she has been piloted to his satisfaction; and such certificate shall be lodged by the pilot in the appropriate pilot office with as little delay as possible.

(2) If the pilot is of opinion that any vessel draws more than is stated in the certificate relating to her inwards, or for which he has cleared outwards or if such certificate is refused to be given, he shall immediately report the same to the Harbour Master; and it shall be the duty of the Harbour Master to ascertain the correct draught of the vessel.

Harbour
Master's
decision
final in cases
of dispute.
(Reg. 27/1948)

34. In case of any dispute as to the correct draught of water of a vessel, the Harbour Master or Deputy Harbour Master shall decide and his decision shall be final.

Pilot to give
master flag
on boarding
vessel.

35. (1) When a pilot goes on board a vessel to pilot her he shall give the master a flag (in these Regulations called a pilot's flag) the upper horizontal half of which shall be white and the lower horizontal half red.

(2) The master shall have this flag hoisted at the masthead or at some other conspicuous position, and it shall be kept flying until a pilot is about to leave the vessel, when it shall be hauled down and given to the pilot.

Penalty for
vessel dis-
playing
pilot's flag
not having
on board a
pilot.

36. A pilot flag, or a flag so nearly resembling a pilot flag as to be likely to deceive, shall not be displayed on any vessel not having on board a pilot, and if any such flag is displayed thereon, the master thereof shall, unless in the case of a display of a flag likely to deceive, he proves he had no intention to deceive, be liable for each offence to a fine of seven hundred and fifty dollars.

37. (1) Any pilot who—

(a) keeps himself or is interested in keeping by any agent, servant, or other person, any public-house or place of public entertainment or himself sells, or is interested in selling in the manner aforesaid any spirituous liquor, wine, tobacco, cigars, tea, opium, gange, charas, majoon or chang; or

(b) commits any fraud or other offence against the revenues of customs or excise or the laws relating thereto; or

(c) is in any way directly or indirectly concerned in any corrupt practices relating to vessels, their tackle, furniture, cargoes, crews, or passengers, or to persons in distress at sea or by shipwreck, or to their property; or

(d) lends his licence of appointment to any person; or

(e) acts as pilot while suspended; or

(f) acts as pilot whilst in a state of intoxication; or

(g) refuses or wilfully delays, unless prevented by illness (which must be certified by a Government medical officer) or other reasonable cause, to take charge of any vessel upon the signal for a pilot being made by such vessel, or upon being required to do so by the Harbour Master or by any Deputy Harbour Master; or

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

(i) refuses, on the request of the master, to conduct any vessel of which he has the charge into any port or place into which he is qualified to conduct the same, except on reasonable ground of danger to the vessel; or

(j) quits any vessel of which he has the charge before the service for which he was employed has been performed; or

(k) refuses or neglects to give instruction to any apprentices entrusted to him by the Harbour Master,

shall, in addition to any liability for damages at the suit of any person aggrieved which he may incur, be liable to a fine of seven hundred and fifty dollars.

(2) Every person who procures, abets, or connives at the commission of any offence mentioned in this clause shall, likewise,

Offences of
pilots.
[26 of 1949
4 of 1972]

in addition to any such liability for damages, as aforesaid, be liable to a fine of seven hundred and fifty dollars.

Punishment of pilot for wilful breach of duty.

38. If any pilot, when in charge of any vessel by wilful breach of duty, or by reason of drunkenness—

(a) does any act tending to the immediate loss, destruction or serious damage of such vessel, or tending immediately to endanger the life or limb of any person on board such vessel; or

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

that pilot shall in respect of each offence without prejudice to any civil or criminal proceedings to which he may be liable, independently of these Regulations, be liable to the cancellation or suspension of his pilot licence and to a further penalty of seven hundred and fifty dollars.

Moving of vessel in pilotage district certificate to be given by master. [Reg. 27/1948]

39. When it is desired to move a vessel from one place to another in a pilotage district, application in writing to do so must be made to the Harbour Master who will appoint a pilot to move such vessel, and the pilot after having moved such vessel shall obtain a certificate from the master in a form approved of by the General Manager.

Vessels arriving with sickness on board.

40. Vessels arriving with sickness of an infectious nature on board or having recently communicated with an infected port, shall not be boarded by a pilot, but a pilot shall go alongside or ahead of such vessel in the pilot boat and indicate to the master of the vessel where to anchor.

Vessels led liable to full pilotage dues.

41. If any vessel having on board a licensed pilot leads any vessel which has not a licensed pilot on board when the last mentioned vessel cannot, from particular circumstances, be boarded, the vessel thus led shall pay the full pilotage rate for her draught as if a licensed pilot had been on board.

Extraordinary services rendered in stress of weather.

42. (1) In stress of weather, which may render it impossible or dangerous to board any vessel the pilot shall in the pilot boat precede and lead such vessel into port.

(2) In case of information being received at any time, that there is a vessel on the coast in distress, it shall be the duty of the Harbour Master immediately to send such vessel a competent pilot, either by the pilot boat or otherwise and to render her every assistance in his power.

(3) All such services shall be deemed extraordinary.

43. (1) There shall be an examining committee (hereinafter called the committee) of the Harbour Master and two pilots, who shall examine all applicants for licences as to their fitness to act as pilots and each member of the committee shall receive such remuneration as the General Manager may direct.

Examining committee.
[Reg. 27/1948
16/1950]

(2) The committee shall hold examinations as often as may be necessary.

(3) Every applicant for a pilot's licence shall pay to the Department a fee of ten dollars before taking the examination referred to in paragraphs (1) and (2).

44. Every applicant for a pilot's licence must satisfy the committee in all of the following matters and the committee may thereupon recommend to the General Manager the granting of a pilot's licence:

Application for pilot's licence.
[Reg. 27/1948]

- (a) that he is over twenty-one years of age;
- (b) that he has been for the space of five years at least actually engaged and employed as a seafaring man;
- (c) that he is able to read and write;
- (d) that he is of good behaviour and sobriety;
- (e) that he has a practical knowledge of the pilotage district for which he may be licensed;
- (f) that he possesses a thorough knowledge of the rule of the road at sea and any other matter with reference to pilotage which the committee may deem necessary.

such licence may be a general licence or may be limited to a particular district.

45. The General Manager shall publish in the *Gazette* a notice of every licence issued to a pilot and shall also keep a list of all pilots with their addresses exhibited in a conspicuous place at his office.

Licences issued to pilots to be published in the *Gazette*.
[Reg. 47/1948]

[Subsidiary]

Harbours and Pilotage Regulations

Pilotage fees
and exemp-
tions from
payment of.
[Reg.
21/4/1925
27/1948]

46. (1) The fees payable to the Department for services rendered by pilots shall be as set forth in the Schedule:

Provided that—

(a) no such fees shall be payable in respect of any vessel in the service of the Government of Guyana or of any Commonwealth territory or of any Foreign State or Power not employed in the carriage of merchandise on freight unless a pilot is actually employed by such vessel;

(b) no such fees shall be payable in respect of any vessel of or under thirty-five tons burden, by Guyana or Foreign measurement, trading between Guyana and any Foreign Port on the coast of Guyana or between Guyana and any of the West Indian Islands from Porto Rico to Trinidad, both inclusive, unless a pilot is actually employed by such vessel;

Pilotage fees
for inter-
regional
vessels, etc.

(c) any vessel over the above-mentioned tonnage trading as aforesaid shall be liable to the payment of the fee for vessels of a draught of ten foot or under, prescribed in the Schedule to these regulations and such fee shall be charged three times on voyages inwards and three times on voyages outwards in any one year unless a pilot is actually employed by such vessel in which event the vessel shall be liable for the payment of the fee prescribed for a vessel of the actual draught of such vessel;

(d) no such fees shall be payable in respect of any vessel employed in the coasting trade of Guyana, or inland communication or any vessel employed in deep sea fishing and not calling at any foreign port, unless a pilot is actually employed by such vessel;

(e) where any vessel arrives in Guyana seeking a market or freight and proceeds for another port or place, without coming to an entry, she shall not be liable to the payment of such fees, unless a pilot is actually employed by such vessel;

(f) a vessel going from Georgetown to New Amsterdam and back or from New Amsterdam to Georgetown and back shall not be liable to the payment of such fees unless a pilot is actually employed by such vessel; but such vessel shall pay full pilotage fees for the inward and final outward voyages whether a pilot is actually employed or not.

Fee for
extraordinary
work.

(2) All services rendered by the pilot establishment for the remuneration of which no specific provision is made by any list of fees for the time being in force shall be considered as extraordinary, and the remuneration for the same shall be fixed by the General Manager at such sums respectively as may be deemed reasonable.

47. Where a pilot has been engaged to bring in, take out or remove a vessel, the person liable to pay pilotage dues for the vessel shall pay to the Department the sum of one dollar for each hour or part thereof that the pilot is detained after the hour appointed for the arrival, departure or removal of the vessel:

Fee payable for pilot. [Reg. 15/19/1953]

Provided that—

(a) notice of cancellation shall be accepted in the case of a vessel due at the lightship if received prior to the departure of the pilot for the lightship;

(b) where a pilot is detained on a vessel after having piloted the vessel to a destination in the Essequibo, Berbice or Corentyne River the sum of 50 cents for each hour or part thereof shall be paid to the Department by the person liable to pay pilotage dues, in respect of the period between the time of mooring the vessel on arrival at, and the time of unmooring her on departure from, each point at which the vessel calls.

48. (1) Every power driven vessel entering or leaving the Harbour of Georgetown or the Harbour of New Amsterdam shall, when navigating between the mouth of the Demerara River and the Demerara lightship or between the mouth of the Berbice River and the Berbice Light Tower, do so through the buoyed channel, unless the Harbour Master issues instructions in writing to the contrary.

Power dr. vessel to use buoy channel. [4 of 1971 Reg. 19/1]

(2) Notwithstanding anything contained in the Collision Regulations, every vessel navigating between the mouth of the Demerara River and the Demerara lightship or between the mouth of the Berbice River and the Berbice Light Tower shall, when proceeding across the buoyed channel, keep out of the way of any other vessel proceeding through the buoyed channel and shall, if the circumstances of the case admit, avoid crossing ahead of such other vessel.

(3) Any master who fails to comply with or contravenes this regulation shall be liable to a fine of seven hundred and fifty dollars.

49. A person shall not, either wilfully or negligently—

Penalty for injuring lighthouse lights, buoys, beacons, et

(a) injure any lighthouse or the lights exhibited therein, or any buoy or beacon;

(b) remove, alter, or destroy any lightship, buoy or beacon;

(c) do by, make fast to or run foul of any lightship, buoy or beacon.

Any person acting in contravention of this regulation shall, in addition to the expenses of making good any damage so occasioned, be liable for each offence to a fine of seven hundred and fifty dollars or to imprisonment for six months.

Lighthouses, buoys, beacons, etc., in use of Department under superintendence of Harbour Master.
[Reg. 27/1948]

50. All lighthouses, buoys and beacons and all boats and other appliances used in the pilotage service shall be under the charge and superintendence of the Harbour Master, unless otherwise directed by the General Manager.

SURVEYS, ETC.

Making of surveys and soundings.
[Reg. 27/1948]

51. The Harbour Master or such other person as shall be appointed by the General Manager shall as often as may be directed by the General Manager survey, sound, and examine the beacons, banks, and channels of the pilotage districts and such other districts as the General Manager may prescribe and report in writing to the General Manager.

Penalty for offences not provided for

52. In the case of non-compliance on the part of any person with the provisions of these Regulations, he shall be liable, in any case for which no penalty is provided, to a fine of one hundred and fifty dollars.

LEGAL AND OTHER PROCEEDINGS

Mode of making complaint against person employed in pilot establishment.
[Reg. 27/1948]

53. Every complaint for a contravention of these Regulations, or the Act, by any person employed in the pilot establishment shall be in writing signed by the person complaining, and shall be left with the General Manager within fourteen days from the date of such alleged contravention.

Proceedings to be brought in name of Harbour Master.
[Reg. 27/1948]

54. (1) All proceedings under these Regulations may be brought by and in the name of the Harbour Master.

(2) All fees collected under these Regulations shall be paid to the Department.

(3) All proceedings under these Regulations shall be under the Summary Jurisdiction Acts.

(4) All proceedings under these Regulations shall be brought within six months from the commission of the offence.

SCHEDULE

FEEs AND DUES FOR THE PILOTAGE OF VESSELS

[Reg.
16/12/1929
27/1948
15/1952
7/1961]

PART I

(1) Fees for the pilotage of vessels from an anchorage in the Harbour of Georgetown to the lightship or from the lightship to an anchorage in the Harbour of Georgetown:

Where the draught of the vessel—

	does not exceed 10 ft.	the fee shall be	\$20.00
exceeds 10 ft. but	11 ft.		\$23.00
11 ft. "	12 ft.		\$28.00
12 ft. "	13 ft.		\$33.00
13 ft. "	14 ft.		\$38.00
14 ft. "	15 ft.		\$43.00
15 ft. "	16 ft.		\$48.00
16 ft. "	17 ft.		\$54.00
17 ft. "	18 ft.		\$60.00
18 ft. "	19 ft.		\$66.00
19 ft. "	20 ft.		\$75.00
20 ft. "	21 ft.		\$84.00
and, in addition, for every foot or part thereof in excess of			
21 ft.			\$10.00

(2) Fees for the pilotage of vessels from a dock in the Harbour of Georgetown to the lightship or from the lightship to a dock in the Harbour of Georgetown—as set out at item (1) of this Part and in addition the sum of \$10.00.

(3) Fees for the pilotage of vessels—

(a) from an anchorage in the Harbour of Georgetown to a dock in the said Harbour, or from a dock in the Harbour of Georgetown to an anchorage in the said Harbour	\$10.00
(b) from a dock in the Harbour of Georgetown to another dock in the said Harbour	\$20.00

PART II

FOR THE PILOTAGE OF VESSELS TO, IN OR FROM THE ESSEQUIBO RIVER

(a) A vessel entering the Essequibo River and proceeding to Parika or leaving the Essequibo River from Parika to pay pilotage fees as for entering or leaving Georgetown.

(b) A vessel proceeding from Georgetown to Parika or vice versa to pay double the pilotage fees for entering or leaving Georgetown and in addition the sum of £20.00.

(c) Vessels entering the Essequibo River and proceeding beyond Parika to pay pilotage fees as at (a) or (b) above, in addition to an extra charge for distance from Parika on the following scale—

10 miles or under— $\frac{1}{2}$ the pilotage fee for entering or leaving Georgetown.

Over 10 miles but not more than 20 miles— $\frac{1}{2}$ the pilotage fee for entering or leaving Georgetown.

Over 20 miles but not more than 30 miles— $\frac{1}{2}$ the pilotage fee for entering or leaving Georgetown.

Over 30 miles—the pilotage fee for entering or leaving Georgetown.

For vessels proceeding down the river the same fees.

(d) A vessel requiring a pilot to move her from one part of the Essequibo River to another to pay for distance piloted as follows—

10 miles or under \$10 and $\frac{1}{2}$ the pilotage fee for entering or leaving Georgetown.

Over 10 miles but not more than 30 miles \$10 and $\frac{1}{2}$ the pilotage fee for entering or leaving Georgetown.

Over 30 miles \$10 and $\frac{1}{2}$ the pilotage fee for entering or leaving Georgetown.

(e) A vessel requiring a pilot to moor or unmoor her at any timber landing in the Essequibo River to pay a fee of \$25.00.

(f) A vessel requiring a pilot to moor or unmoor her at any dock in the Essequibo River to pay a fee of \$10.00.

Note.—Distances will be measured from a line drawn along Parika Stelling and extended across the river.

PART III

(1) Fees for the pilotage of vessels entering or leaving the Harbour of New Amsterdam—

Where the draught of the vessel—

	does not exceed 8 ft.	the fee shall be	\$20.00
exceeds 8 ft. but	9 ft.	the fee shall be	\$24.00
9 ft. "	10 ft.	the fee shall be	\$30.00
" 10 ft. "	11 ft.	the fee shall be	\$38.00
" 11 ft. "	12 ft.	the fee shall be	\$46.00
" 12 ft. "	13 ft.	the fee shall be	\$54.00
" 13 ft. "	14 ft.	the fee shall be	\$64.00

and in addition for every foot or part thereof in excess of 14 ft. \$10.00

(2) Fees for pilotage of vessels—

(a) from an anchorage in the Harbour of New Amsterdam to a dock in the said Harbour, or from a dock in the

Harbour of New Amsterdam to an anchorage in the said Harbour or from an anchorage in the Harbour of New Amsterdam to another anchorage in the said Harbour ...	\$10.00
(b) from a dock in the Harbour of New Amsterdam to another dock in the said Harbour	\$20.00
(c) to a dock in the Harbour of New Amsterdam on entering the said Harbour or from a dock in the Harbour of New Amsterdam on leaving the said Harbour—as set out in item (1) of this Part and in addition the sum of \$10.00.	

PART IV

There shall be a surcharge of \$8.00 on the fees for pilotage prescribed by Part I and Part II of this Schedule in respect of the pilotage of any vessel that

- (a) crosses the northern limit of the Harbour of Georgetown inward;
- (b) crosses the northern limit of the Harbour of Georgetown outward;
- (c) crosses the northern limit of the Harbour of New Amsterdam inward;
- (d) crosses the northern limit of the Harbour of New Amsterdam outward.