

SUBSIDIARY LEGISLATION

PILOTAGE BYE-LAWS

ARRANGEMENT OF BYE-LAWS

BYE-LAW

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FIRST SCHEDULE.

SECOND SCHEDULE.

113/1957*.

PILOTAGE BYE-LAWS

made under sections 7 and 16(4)

Citation.

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

Interpretation.
[130/1973].

2. In these Bye-laws—

“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 Act;

“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 Act;

“container ship” means a ship designed to carry containerised cargo or a ship so described on its Certificate of Registry;

“dead tow” means in relation to a ship that the ship has no propulsion or steerage of its own or that its propulsion or steerage is not in working order;

“Dock Master” means the person for the time being in charge of the mooring or unmooring, docking or undocking, of a vessel at any outport;

“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" North, and longitude 61° 33' 05" West and marked out by other beacons;

* These Bye-Laws have been amended by GN’s 79/1959; 31/1962; 90/1963; 131/1963; 88/1967; 32/1971; 130/1973; 51/1980; 193/1989; 68/1990; 90/1992; 134/1992; 43/1995; 127/1996; 286/2000 and 252/2005.

- “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" North and longitude 61° 30' 54" West 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;
- “maximum gross tonnage” means the maximum gross 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 Act;
- “outport” means any of the compulsory pilotage areas other than the area described at paragraph (a) of the Second Schedule to the Act;
- “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;
- “tanker” means a ship designed to carry bulk liquid cargo or a ship so described on its Certificate of Registry.

57 & 58 Vict.
c. 60.

Qualifications
of candidates
for pilot's
licence.
[68/1990].

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

- (a) he is a Commonwealth citizen;
- (b) he is, at the time a licence is first granted him, more than twenty-five and not more than fifty 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).

(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 in which the following particulars shall be entered:

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.

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. [131/1963 51/1980 43/1995 252/2005].

(2) Subject to this bye-law, the Authority may require a pilot who has attained the age of sixty years to retire if it is satisfied that for reasons of health or any just or reasonable cause such pilot is unable to perform his duties competently.

(3) The Authority shall require a pilot who has attained the age of sixty-five years to retire from the pilotage service.

L.R.O. 1/2009

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(4) When the Authority requires a pilot to retire under paragraph (2) or (3), it shall forthwith cancel the licence which the pilot may be holding at the date of his retirement and from the date of the cancellation the licence shall be void and of no effect.

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

Second
Schedule.

(6) The fees prescribed in the Second Schedule 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.

Temporary
licences,
number of
pilots—Fees for
such licences.
[43/1995
252/2005].

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 Trinidad and Tobago so warrant.

(2) The Authority may issue temporary licences to pilot ships in any areas to one or more pilots 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 six months in the first instance but may be renewed from time to time for a like period, provided that the holder of such licence returns 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 is liable on summary conviction to a fine of five hundred dollars.

(4) A person holding a temporary licence shall be subject to all the provisions of these Bye-laws with the exception of subparagraphs (b) and (d) of bye-law 3 and bye-law 5(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 five hundred dollars on the issue of the licence and a fee of two hundred dollars on each renewal of such licence.

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

(2) Any pilot who fails to comply with paragraph (1) is liable on summary conviction to a fine of one hundred dollars.

8. (1) No pilot shall leave Trinidad and Tobago 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. Leave for pilots.

(2) Any pilot who contravenes paragraph (1) is liable on summary conviction to a fine of one hundred dollars.

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. Duties of pilots.

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; but 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, if the signal for the wharf or jetty is against him, or if no signal is usually used, unless he has 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 Trinidad and Tobago, a copy of these Bye-laws and directions for the time being in force for the pilotage areas, and his licence.

(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 to do so 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 to do so by the master, owner or agent of such ship, he shall forthwith give his reasons therefore in writing to the Pilot Master on duty who shall forward them to the Authority.

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(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 or 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 Trinidad and Tobago, notices to mariners and other information relating to the waters of Trinidad and Tobago.

(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 this bye-law is liable on summary conviction to a fine of four hundred dollars (without prejudice to the powers conferred on the Authority by the Act 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.

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 Act unless a pilot is on board. Pilot boats.

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 paragraph (1) of this bye-law is contravened is liable on summary conviction to a fine of four hundred dollars.

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 the First Schedule 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 Minister. Rates for calculation of pilotage dues.

14. (1) Pilotage dues in respect of services rendered by licensed pilots in compulsory pilotage areas shall be calculated as follows: Pilotage dues in compulsory pilotage areas. [90/1963 130/1973 43/1995 252/2005]. First Schedule.

- (a) the relevant charge prescribed in the First Schedule to these Bye-laws shall be made;
- (b) between the hours of 6:00 a.m. and 6:00 p.m. a charge of three hundred and forty dollars shall be made in respect of attending lines by a pilot's launch or launches;
- (c) between the hours of 6:00 p.m. and 6:00 a.m. and on weekends and public holidays an additional charge of twenty-five per cent of the fees payable in accordance with paragraph (a) shall be made for such service.

(2) The pilotage dues calculated in accordance with the provisions of paragraph (1) 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 underway, within the limits of Port-of-Spain harbour.

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

(4) Whenever a ship is shifted along a wharf without letting go, a pilot need not be employed. If a pilot is employed half the pilotage dues calculated in accordance with paragraph (1)(a) shall be charged.

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

Pilotage dues in non-compulsory pilotage areas. [130/1973 51/1980 43/1995 252/2005].

15. (1) Pilotage dues in respect of services rendered by licensed pilots in non-compulsory areas shall be calculated as follows:

(a) Within the limits of Port-of-Spain Harbour—

- (i) to and from an anchorage within the limits of Port-of-Spain Harbour the dues shall be one thousand dollars;
- (ii) to and from alongside another vessel or hulk the dues shall be the like dues as are payable under bye-law 14 for services rendered by licensed pilots in compulsory pilotage areas.

(b) Outside the limits of Port-of-Spain Harbour—

- (i) from outside the Bocas to Teteron, Chaguaramas Bay, Carenage, Port-of-Spain, Point Lisas, Pointe-a-Pierre, San Fernando, Brighton, or Point Fortin, or vice versa, per unit of gross tonnage50 provided that the minimum charge shall be 4,000.00

\$ ¢

	\$	¢
(ii) from inside the Bocas to Teteron, Chaguaramas Bay, Carenage, Port-of-Spain, Point Lisas, Pointe-a-Pierre, San Fernando, Brighton, or Point Fortin, or vice versa per unit of gross tonnage ... ..	.50	
provided that the minimum charge shall be... ..	3,500.00	
(iii) from Port-of-Spain to Point Lisas, San Fernando, Pointe-a-Pierre, Brighton or Point Fortin, or vice versa, per unit of gross tonnage ... ..	.50	
provided that the minimum charge shall be	3,000.00	
(iv) from Point Lisas, Pointe-a-Pierre, San Fernando to Brighton or Point Fortin or vice versa per unit of gross tonnage ... ..	.50	
provided that the minimum charge shall be	3,000.00	
(v) from Port-of-Spain to Carenage or Chaguaramas Bay or vice versa per unit of gross tonnage ... ..	.25	
provided that the minimum charge shall be	3,000.00	

(2) Notwithstanding paragraph (1) and bye-law 14, pilotage dues in respect of services rendered by licensed pilots in either compulsory or non-compulsory pilotage areas to a ship under dead tow shall be twice the dues payable under bye-law 14 for services rendered by licensed pilots in compulsory pilotage areas.

Pilotage dues for ship under dead tow. [130/1973].

(3) Notwithstanding paragraphs (1) and (2), pilotage dues in respect of services rendered by licensed pilots outside the Gulf of Paria shall be negotiated between the operator or agent of the vessel and the Pilots' Association; the agreed charge to be subject to the approval of the Pilotage Authority.

Pilotage dues for services outside the Gulf of Paria. [130/1973].

Payment of pilot's fees when detained. [130/1973 43/1995 252/2005].

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

(2) An attendance fee of three hundred dollars in lieu of detention shall be charged in respect of a pilot ordered for a vessel arriving or departing when such order is subsequently cancelled or for each hour or part thereof in respect of a ship arriving after the time for which the pilot is ordered and for which no notice of cancellation has been received:

Provided always that no fee shall be chargeable when notice of cancellation or change in time of such vessel's arrival or departure 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 two hundred dollars for each day he is so detained; and
- (b) in the event that he is taken to a foreign port, to a return passage to Trinidad and Tobago by plane.

Travelling allowances to and from certain outports. [252/2005].

17. A Travelling allowance in respect of pilotage services shall be chargeable per round trip by the Pilots' Association on ships arriving at or departing from—

- (a) Chaguaramas at the rate of \$125.00;
- (b) Point Lisas at the rate of \$190.00;
- (c) Pointe-a-Pierre at the rate of \$190.00;
- (d) Claxton Bay at the rate of \$190.00;
- (e) Brighton at the rate of \$325.00; and
- (f) Point Fortin at the rate of \$375.00.

Cases when pilot cannot board ship.

18. 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 or 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.

19. 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.

Collection of pilot dues.

20. (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.

Association to make returns to the Authority.

(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 outports.
- (b) Leave or sick periods, if any, with dates.
- (c) Stand off periods with dates.

21. (1) Every pilot on being licensed, and every pilot already licensed shall execute a bond for four thousand 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 Act.

Pilots to give bond. [90/1992].

(2) Any pilot who fails to execute a bond as required by paragraph (1) is liable on summary conviction to a fine of four hundred dollars.

22. (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—

Conditions applicable prior to the receipt of a pilotage certificate. [193/1989].

- (a) he holds a certificate as master or mate issued by

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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 27.

Ch. 50:07.

Ch. 50:08.

(2) Where the master or mate of a drogher registered under the Droghers Act, or the master of a motor launch licensed under the Motor Launches Act, applies for a pilotage certificate, he shall satisfy the Authority that—

- (a) he holds a valid certificate of competency to be master or mate of the particular ship;
- (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 27;
- (d) he has fulfilled the requirements of paragraphs (a), (e), (f), and (g), of bye-law 3.

(3) Where an applicant cannot reasonably be expected to satisfy the requirements of paragraph (e) of bye-law 3, the Authority may instead accept a certificate of good character from the Commissioner of Police.

(4) 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.

Renewal of pilotage certificates.

23. 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.

24. The fees to be paid for the issue and renewal of pilotage certificates shall be in accordance with the Second Schedule to these Bye-laws; but 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. Second Schedule.

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

25. (1) The holder of a pilotage certificate shall produce on demand to any harbour master, pilot, police officer or Customs Officer, his pilotage certificate when piloting within an area specified in the Second Schedule to the Act.

Certificated officers to produce certificates.

(2) Any such person failing to comply with paragraph (1) is liable on summary conviction to a fine of forty dollars.

26. 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 is liable on summary conviction to a fine of forty dollars.

Certified officers to fly signals.

27. A committee of the Authority appointed to conduct examinations under these Bye-laws shall consist of the Harbour Master, who shall be Chairman, the representative of the Pilot's Association and one other suitably qualified member of the Authority selected by the Chairman.

Examining Committee. [193/1989].

28. In addition to ships exempted from compulsory pilotage under section 16(3) of the Act, all British ships and foreign flag tugs under 600 gross tons trading locally within the meaning of section 16(4) of the Act and registered under the provisions of the Merchant Shipping Act, 1894 of the United Kingdom 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 27 that he is a fit and proper person to be given an exemption certificate.

Exempting local trade ships.

57 & 58 Vict. c. 60.

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Meeting of the Authority.

29. (1) The Authority shall meet on the third Monday in each calendar month to transact business; but if that day is a public holiday the meeting shall be postponed to the following Monday or such other day as the Chairman may appoint.

If for any reason business is 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.

30. 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 Act 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. [43/1995, 127/1996, 252/2005].

31. (1) All fees payable under the Second Schedule shall be credited to the Authority and shall be used by the Authority to defray the expenses of the Authority.

(2) The Pilot's Association shall deduct the sum of one hundred and ninety thousand dollars per annum from moneys received by it and shall pay the sum deducted to the Authority to defray the expenses of the Authority and any surplus shall be applied as provided under section 6 of the Act.

32. (1) The following fees shall be paid by all vessels when under pilotage:

(a) on week days other than public holidays between the hours of 6:00 a.m. and 6:00 p.m.—

(i) within the declared limits of Port-of-Spain Harbour that is to say within a radius of 4 miles of a point in latitude 10° 39' 12" N. and longitude 61° 31' 47" W.—\$900.00;

(ii) within the area of Cronstadt Island, Tembladora and the United States Naval Jetty that is to say the area beyond the declared limits of Port-of-Spain Harbour as at (i) but within a radius of 6 miles of a point in latitude 10° 39' 12" N. and longitude 61° 31' 47" W.—\$1,700.00;

(iii) within the Chaguaramas area that is to say the area beyond the area of Cronstadt Island, Tembladora and the United States Naval Jetty as at (ii) but within a radius of 9 miles of a point in latitude 10° 39' 12" N. and longitude 61° 31' 47" W. and having a northern limit of the parallel of latitude 10° 41' 00" N.—\$2,200.00;

(iv) within the Bocas that is to say the area beyond the Chaguaramas area as at (iii) but within a radius of 18 miles of a point in latitude 10° 39' 12" N. and longitude 61° 31' 47" W. and having a northern limit of the parallel of latitude 10° 45' 00" N.—\$4,400.00;

(b) on weekends, Public Holidays and between the hours of 6:00 p.m. and 6:00 a.m. on weekdays an additional charge of thirty per cent of the fees payable in accordance with paragraph (a) shall be made.

(2) The fees prescribed in paragraph (1) shall be payable only when a pilot boat owned and operated by the Pilots' Association is used and not otherwise.

Pilot boarding and landing fees.

[88/1967

130/1973

43/1995

252/2005].

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Chap. 51:02

Pilotage

[Subsidiary]

Pilotage Bye-laws

Payment for call at port.

33. 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 twenty-five per cent of the pilotage dues provided by bye-law 14 and the First Schedule to these Bye-laws.

[252/2005].

FIRST SCHEDULE

<i>Description of ship</i>	<i>Dues payable in or out of any compulsory pilotage area</i>
Ships up to 2,500 tons	\$350.00
Container ships and ships (other than tankers) over 2,500 tons and up to 15,000 tons	\$350.00 plus an additional charge of 15 cents per ton for each ton in excess of 2,500 tons
Other ships	\$350.00 plus an additional charge of 20 cents per ton for each ton in excess of 2,500 tons

SECOND SCHEDULE

[252/2005].

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

					\$	¢
First issue ...	...	...	...	...	400.00	
Renewal or Amendment	...	...	...	...	160.00	
Duplicate ...	...	...	...	...	200.00	

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

					\$	¢
First issue ...	...	...	...	...	600.00	
Renewal ...	...	...	...	...	240.00	
Amendment to Certificate	...	...	...	...	240.00	
Duplicate ...	...	...	...	...	400.00	