

CHAPTER 261.

TRANSPORT AND HARBOURS.

List of Subsidiary Legislation.

1. Rules: Traffic by and in connection with the Colonial Railway and the Colonial Steamer Services.
2. The Harbours and Pilotage Regulations.
3. The Harbours Regulations.
4. The Intercolonial Ships (Masters, Mates and Engineers' Certificates) Regulations.
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TRAFFIC BY AND IN CONNECTION WITH THE COLONIAL RAILWAY AND THE COLONIAL STEAMER SERVICES.
RULES

Rules 23rd
Jan., 1924.

made by the Governor in Council under section 18 (1) of Ordinance No. 23 of 1922 (section 29 (1) of Chapter 112 in the 1929 Edition of the Laws) on the 23rd January, 1924, and continued in force by the proviso to section 54 of the present Transport and Harbours Ordinance.

1. In these rules unless the context otherwise requires the word "stelling" includes a wharf, and the words "railway premises" include all land owned by the Colonial Transport and Harbours Department (hereinafter referred to as "the Department") and the words importing the masculine gender include the feminine, and the words "colonial steamer" include all vessels owned and worked by the Department, and the words "railway train" include all trains and locomotives worked by the Department.

2. Every person who—

(1) fails to provide himself with a proper ticket before going on board any colonial steamer or any railway train from any place where a ticket office is provided, or at such other time as required by the Department; or

(2) fails to shew and deliver up his ticket to any duly authorised servant of the Department, whenever required to do so for any purpose; or

(3) uses or attempts to use a ticket on any day for which such ticket is not available, or uses or attempts to use a ticket which has been already used on a previous journey, or uses or attempts to use a ticket not available on the service on which he is travelling; or

(4) travels or attempts to travel, without permission from some duly authorised person, on or in any part of a colonial steamer or railway train set apart for a class superior to that for which he has obtained a ticket; or

(5) travels or attempts to travel on board of any colonial steamer in any part of such steamer except that part for which he has a ticket, or travels or attempts to travel without permission from some duly authorised person, on the steps or footboard of any carriage, or on the engine or in the guard's van, or on any portion of any vehicles not intended for the conveyance of persons; or

(6) wilfully alters or defaces his ticket so as to render the date, number, or any material part thereof illegible; or

(7) gets or attempts to get to or from any colonial steamer or railway train by any other way than the gangway or platform respectively, provided for the purpose of embarking or landing passengers on or from such steamer or railway train; or

(8) attempts to leave or go on board any colonial steamer after the stage or gangway is removed, or when the steamer is in motion; or

(9) attempts to pass through, into, over, or upon any train in motion or any part of such train, or through, into, or upon any part of the line or rails within such distance of a train in motion that the passage is dangerous; or

(10) attempts, without permission of a captain or other authorised person, to go on board any colonial steamer, arriving at any stelling at which colonial steamers stop, or attempts to enter any railway train, while passengers are disembarking from such steamer, or alighting from such train, or until such time as may be appointed by some duly authorised person in charge of such steamer or stelling or train; or

(11) being a passenger by any colonial steamer or railway train, does not leave such steamer or train at the end of the trip, when required to do so by some duly authorised person; or

(12) wilfully obstructs or impedes the passage to or from the cabin of any colonial steamer, or the platform of any railway carriage, by any means and refuses to remove himself or his belongings when called upon to do so by any duly authorised person; or

(13) smokes in any cabin of a colonial steamer or in any part of such steamer or in any part of a railway train except such part as may be set apart by the Department for that purpose; or

(14) is drunk or guilty of any riotous, disorderly, or indecent conduct, or uses any indecent or abusive language, or begs or asks for alms, on any stelling at which colonial steamers stop, or on board of any such steamer, or any railway train, or on any railway premises or lands under the control of the department; or

(15) wilfully obstructs, assaults or impedes any police officer or constable, or any captain, stationmaster, collector, seaman or servant employed by the Department when in the execution of his duty on board of any colonial steamer or on any stelling at which colonial steamers stop, or on any railway train or on any property or premises owned by the Department; or

(16) takes any dog on board any colonial steamer, or on any railway train, unless such dog is led or secured by a chain or cord, or keeps any dog or other animal in any part of such steamer or train set apart for passengers, and other than that part of such steamer or train set apart by the Department for the conveyance of dogs and other animals; or

(17) refuses or neglects when directed to do so by any duly authorised person, to place, or allow to be placed, any goods, luggage, matter or thing brought by him on board of any colonial steamer or any railway train, in such part thereof as such authorised person may direct; or

(18) wilfully damages or defaces any of the property of the Department on board of any colonial steamer, or any stelling, at which colonial steamers stop, or on any railway train or any property or premises owned by the Department; or

(19) takes or ships on board of any colonial steamer or on any railway train any package containing any explosive or other dangerous article, unless such package or other article is distinctly marked to that effect and is specially placed in charge of the captain or conductor or other authorised person; or

(20) being the owner, captain, or person in charge of any craft, wilfully obstructs any colonial steamer while approaching or leaving a stelling at which colonial steamers stop, or refuses to move such craft when required by the captain of such steamer or other authorised person to do so; or

(21) being the owner, captain, or person in charge of any craft engaged in trade or for hire, obstructs the approach to any stelling at which colonial steamers stop; or

(22) stops or attempts to stop any train or aids or assists therein when not duly authorised to do so by the Department; or

(23) carries loaded firearms on board of any colonial steamer, or into any vehicle forming or intended to form a train or any portion of a train, or on to any premises belonging to the Department;

shall be guilty of an offence against these rules.

3. The Department may refuse to carry any person who has any infectious disorder. If any person who has any such disorder be found upon the premises of the Department, stations or stellings, or travels or attempts to travel on any colonial steamer or on the railway without the special permission of the Department, he shall be liable to a penalty under these rules in addition to the forfeiture of any fare which he may have paid, and may be removed at the first opportunity from the Department's premises.

Any person who has charge of any person suffering from an infectious disorder, while upon the premises of the Department or travelling or attempting to travel on any colonial steamer or any train, or who aids or assists any person suffering from such disorder, in being upon the premises of the Department or travelling or attempting to travel on the colonial steamers or trains, shall be liable to a penalty under these rules, unless the person suffering from such disorder be travelling with the special permission of the Department.

4. Every driver of any carriage, buggy, cart, lorry, or other vehicle for conveyance, shall, while in or upon any station, yard, wharf, or other premises of the Department, obey the

directions of the Department's officers and servants duly authorised on that behalf, and every person offending against this regulation is subject to a penalty under these rules, and may, in addition to incurring such penalty be summarily removed from the premises.

5. If any person shall be or pass upon the Department's railway except for the purposes of crossing the same at any authorised crossing, or shall trespass upon any of the stations, stelling, or any premises connected with such railway and steamers, he shall be subject to a penalty under these rules.

6. Every person who, being the owner or person in charge of any cattle, or being a person employed by the owner or person in charge of any cattle, or being a servant in the employ of the Department, attempts to embark, embarks, attempts to entrain, or entrains, or attempts to disembark, or detrains any cattle to or from any colonial steamer or railway train or from or to any stelling or station at which colonial steamers and trains stop, while passengers are embarking or disembarking, entraining or alighting on, to or from such steamer or train, and until permission is given by the captain, stationmaster or other duly authorised person to embark, or disembark, entrain or detrain such cattle, shall be guilty of an offence against these rules.

7. Every person who—

(1) being the owner or person in charge of any horse, donkey, mule or vehicle for conveyance by any colonial steamer or train or which has been conveyed by any such steamer or train, removes or attempts to remove such horse, donkey, mule or vehicle from any stelling at which colonial steamers stop, or any railway station, on to any such steamer, or from any such steamer or to any such train or from any such train without the permission of the captain, or stationmaster or other duly authorised person ; or

(2) unduly interferes with any servant of the Department while employed in the removal of any such horse, donkey, mule, or vehicle on to or from any such steamer or train, shall be guilty of an offence against these rules.

8. Every person who is guilty of an offence against these rules shall be guilty of an offence punishable on summary conviction, and shall be liable to a penalty not exceeding forty-eight dollars, and if not known, may be arrested without warrant by any public officer or constable seeing the offence committed, or on a charge made by the Department or any person authorised by them.

HARBOURS AND PILOTAGE REGULATIONS.**ARRANGEMENT OF REGULATIONS.****REGULATION.**

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ARRIVAL OF VESSELS.

3. Arrival of vessels.
4. Master to answer all questions put to him by visiting officer.
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5. Mooring limits.
6. Manner of mooring when alongside stellings, and penalty for breach.
- 8. Rules as to rig of vessels in harbour, etc.
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10. (1) Power to the Harbour Master to order vessel to move when necessary.
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13. Regulations as to vessels on fire in harbour.
14. Providing of punt, etc., with proper grapnels and chains.
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16. Dealing with boat adrift, etc.
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REGULATION.

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HARBOURS AND PILOTAGE.

REGULATIONS

made by the Harbour Board under section 28 of the Harbours and Pilotage Ordinance, 1924 (No. 39 of 1924), and approved by the Governor in Council on the 31st December, 1924, and continued in force by the proviso to section 54 of the present Transport and Harbours Ordinance, and amended on the 21st April, 1925, 16th December, 1929, 22nd January, 1934, 9th September, 1948, 16th June, 1950, 7th July, 1952, 21st March, 1953.

Regs.
31st Dec.
1924.
21st April,
1925.
16th Dec.,
1929.
22nd Jan.,
1934.
27 of 1948.
18 of 1950.
15 of 1952.
19 of 1953.
Short title.

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

2. In these regulations—

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

“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;

“visiting officer” means a visiting officer under the Quarantine Ordinance, or any Ordinance amending or substituted for the same, and includes the Harbour Master, any deputy harbour master and any officer of customs.

Inter-
pretation.
Regs. 27
of 1948.

Cap. 148.

ARRIVAL OF VESSELS.

3. Every vessel arriving in a harbour (whether or not she has previously entered any other port in the Colony) 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.

Arrival of
vessels.

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 penalty of not less than two hundred and forty dollars.

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

CONTROL, MOORING, ETC., OF VESSELS AFTER ARRIVAL.

Mooring
limits.
Regu. 22nd
Jan. 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 Colonial Bonded Warehouse on the East Bank.

Regs. 22nd
Jan., 1934.

(2) If any vessel is or remains anchored or moored contrary to provisions of this regulation, the master, agent or owner shall be liable to a penalty not exceeding one 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 penalty of ten dollars per hour for every hour or part of an hour that such vessel or boat may remain after such notice:

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

Manner of
mooring
when along-
side stelling,
and penalty
for breach.
Regs. 22nd
Jan., 1934.

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.

Regs. 22nd
Jan., 1934.

(2) If any vessel is anchored or moored contrary to the provisions of this regulation, the master, agent or owner shall be liable to a penalty not exceeding one 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 penalty of ten 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 two 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 the provisions of this regulation shall be liable to a penalty of one 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 stellinga.

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—

Power to the Harbour Master to order vessel to move when necessary.

(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 stellinga.

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

Penalty for failure to move. Regs. 22nd Jan., 1934.

Provided that the aggregate amount of such penalties shall not exceed two 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 penalty of not less than ten or more than twenty-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 penalty not exceeding one hundred dollars.

Regulations as to vessels on fire in harbour.

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.

(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 sub-regulation (1) of this regulation shall be liable to a penalty not exceeding two hundred and forty dollars.

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

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.

(2) For any breach of the provisions of this regulation the owner of such punt or craft shall be liable to a penalty of not less than five dollars and not exceeding twenty-four 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 penalty not exceeding one hundred dollars.

Provisions
as to vessel
sunk or
aground in
harbour.
Regs. 16th
Dec., 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.

Regs. 16th
Dec., 1929.

(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 Ordinance. 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:

Regs. 16th
Dec., 1929.

Cap. 268.

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 this Colony 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.

Regs. 16th
Dec., 1929.

(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 penalty of not less than five dollars and not exceeding forty-eight dollars.

Mode of
dealing
with article
found
adrift.

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.

48 of 1949,
s. 7A and 3rd
sch.

(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.

Throwing
overboard
ballast, car-
cass or other
injurious
matter.

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.

(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 on conviction be liable to a penalty not exceeding one hundred dollars for each offence.

(3) Anything required in accordance with sub-regulation (1) of this regulation 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 stelling. Regs. 27 of 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 penalty not exceeding two hundred and forty dollars.

Regs. 27 of 1948.

(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 sub-section (1) of this regulation.

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 penalty not exceeding one 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.

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 not exceeding twenty-four dollars for each offence.

Obstruction of public stelling by timber, etc.

22. Every person who wilfully or negligently causes any impediment to the free movements of vessels in any harbour shall be liable to a penalty not exceeding one hundred dollars.

Penalty for impeding free movements of vessels in harbour.

23. Notwithstanding anything to the contrary in the regulations for preventing collisions at sea made under 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.

Vessels proceeding across river to keep out of way of vessels plying up and down river. Regs. 16th Dec., 1929.

Place of office and general duties of the Harbour Master.
Regs. 27 of 1948.

24. The Harbour Master shall have an office in such place as may be appointed by the Governor; 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 Colony craft.

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

PILOTS, APPRENTICES AND LIGHTHOUSES.

Record of appointments.
Regs. 27 of 1948.

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

Application for pilot's service.

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.

(2) The Harbour Master shall, on receipt of the application referred to in sub-regulation (1) of this regulation, 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 sub-regulation (1) of this regulation.

Attendance of pilots at pilot office.

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

Pilot to produce his licence when required to do so.
Regs. 27 of 1948.

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.

Regs. 27 of 1948.

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

(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 not exceeding 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 not exceeding 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 not exceeding one 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 not exceeding one hundred dollars.

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.

Procuring certificate of draught of vessel.

(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.

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.

Harbour Master's decision final in cases of dispute. Regs. 27 of 1948.

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.

Pilot to give master flag on boarding vessel.

(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 displaying 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 not exceeding two hundred and forty dollars.

Offences of pilots.
26 of 1949,
s.7A and
3rd sch.

37. (1) If any pilot commits any of the following offences—

(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 penalty not exceeding two hundred and forty dollars and in addition to suspension, reduction or dismissal, at the discretion of the Governor in Council in the case of Fixed Establishment Officers, and of the General Manager in other cases.

(2) Every person who procures, abets, or connives at the commission of any offence mentioned in this clause shall, likewise, in addition to any such liability for damages, as aforesaid, be liable to a penalty not exceeding two hundred and forty dollars.

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

Punishment of pilot for wilful breach of duty.

(1) 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

(2) 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 two hundred and forty dollars.

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.

Moving of vessel in pilotage district certificate to be given by master. Regs. 27 of 1948.

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 arriving with sickness on board.

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.

Extraordi-
nary 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.

Examining
committee.
Regs. 27
of 1948.

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.

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

Regs. 16
of 1950.

(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 sub-regulations (1) and (2) of this regulation.

Application
for pilot's
licence.
Regs. 27
of 1948.

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. Such licence may be a general licence or may be limited to a particular pilotage district.

(1) That he is over twenty-one years of age.

(2) That he has been for the space of five years at least actually engaged and employed as a seafaring man.

(3) That he is able to read and write.

(4) That he is of good behaviour and sobriety.

(5) That he has a practical knowledge of the pilotage district for which he may be licensed.

(6) 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.

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. Regs. 27 of 1948.

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

Pilotage fees and exemptions from payment of. Regs. 21 April, 1925. 27 of 1948.

Provided that—

(a) no such fees shall be payable in respect of any vessel in the service of Her Majesty 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 British or Foreign measurement, trading between this Colony and any Foreign Port on the coast of Guiana or between this Colony and any of the West Indian Islands from Porto Rico to Trinidad, both inclusive, unless a pilot is actually employed by such vessel;

(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;

Pilotage fees for inter-colonial vessels, etc.

(d) no such fees shall be payable in respect of any vessel employed in the coasting trade of the Colony, 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 the Colony 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
extraordi-
nary work.
Regs. 27
of 1948.

(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.

Fee
payable
for pilot.
Regs. 15
of 1952.
19 of 1953.

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:

Provided always that 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:

Provided further that 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.

Steam
vessels to
or from
Georgetown
to use
buoyed
channel.

48. (1) Every steam vessel coming into or leaving the harbour of Georgetown, shall, between the mouth of the river and the Demerara lightship, do so through the buoyed channel, unless the Harbour Master issues instructions in writing to the contrary.

(2) The master of every vessel contravening this regulation shall be liable for each offence to a penalty not exceeding two hundred and forty dollars.

Penalty for
injuring
lighthouse,
lights, buoy,
beacon, etc.

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

(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) ride 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 not exceeding two hundred and forty dollars, or to imprisonment with or without hard labour for a term not exceeding six months.

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.

Lighthouses, buoys, beacons, etc., in use of Department under superintendence of Harbour Master. Regs. 27 of 1948.

SURVEYS, ETC.

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.

Making of surveys and soundings. Regs. 27 of 1948.

52. In the case of non-compliance on the part of any person with the provisions of these regulations, he shall be liable on conviction, in any case for which no penalty is provided, to a fine not exceeding forty-eight dollars.

Penalty for offences not provided for

LEGAL AND OTHER PROCEEDINGS.

53. Every complaint for a contravention of the provisions of these regulations, or the Ordinance under which these regulations are made, 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.

Mode of making complaint against person employed in pilot establishment. Regs. 27 of 1948.

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

Proceedings to be brought in name of Harbour Master. Regs. 27 of 1948.

(2) All fees collected under the provisions of these regulations shall be paid to the Department.

(3) All proceedings under these regulations shall be under the provisions of any Ordinance for the time being in force regulating procedure before magistrates in the exercise of their summary jurisdiction, and shall be subject to appeal provided by any Ordinance for the time being in force regulating appeals from the decisions of magistrates.

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

SCHEDULE.

(As amended by regulations 16th December, 1929, 27 of 1948 and 15 of 1952).

FEES AND DUES FOR THE PILOTAGE OF VESSELS.

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— $\frac{1}{4}$ 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— $\frac{3}{4}$ 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 $\frac{1}{4}$ 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 $\frac{3}{4}$ 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.	“ “ “ “	\$24.00
“	9 ft. “ “ “	10 ft.	“ “ “ “	\$30.00
“	10 ft. “ “ “	11 ft.	“ “ “ “	\$38.00
“	11 ft. “ “ “	12 ft.	“ “ “ “	\$46.00
“	12 ft. “ “ “	13 ft.	“ “ “ “	\$54.00
“	13 ft. “ “ “	14 ft.	“ “ “ “	\$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.

HARBOURS REGULATIONS.**ARRANGEMENT OF REGULATIONS.****REGULATION.**

1. Short title.
2. Interpretation.

PART I.—SECURING THE SAFETY OF VESSELS.*Certificate of Seaworthiness.*

3. Application for certificate of seaworthiness of vessel to navigate in a harbour.
4. (1) Examination of vessel in possession of certificate of seaworthiness.
(2) Revocation of certificate of seaworthiness.
5. When certificate of seaworthiness is null and void.
6. (1) Vessel not to navigate in harbours without certificate of seaworthiness.
(2) Exemptions.
7. Register of certificates of seaworthiness.
Harbour Licence.
8. Obtaining a harbour licence.
9. Power to re-examine holder of harbour licence.
10. Cancellation of harbour licence.
11. Penalty for not having harbour licence.
12. Register of harbour licences.

PART II.—REGULATION OF TRAFFIC IN HARBOURS AND PREVENTION OF ACCIDENTS.

13. Rule of the road.
14. Vessels dropping up or down a harbour.
15. Special signal for foreign going steamships.
16. Certain vessels to keep out of the way of foreign going steamships.

PART III.—MARKING LOAD LINES ON VESSELS.

17. Branding load lines.
18. Marks to be painted on vessels.
19. Markings to be kept freshly painted.

PART IV.—GENERAL.

20. Recovery of penalties.

FIRST SCHEDULE.

SECOND SCHEDULE.

THIRD SCHEDULE.

FOURTH SCHEDULE.

FIFTH SCHEDULE.

HARBOURS REGULATIONS

made by the Transport and Harbours Board under section 49 (2) (e) and (j) and approved by the Governor in Council on the 18th April, 1939. Regs. 18th April, 1939.

1. These regulations may be cited as the Harbours Regulations. Short title.

2. (1) In these regulations unless the context otherwise requires— Inter-pretation.

“Collision Regulations” means the Collision Regulations made on the 13th October, 1910, by His Majesty in Council under section 418 of the Merchant Shipping Act, 1894, and published in the Gazette of the 18th January, 1911, at page 134 (Notice No. 15). 57 and 58 Vict. c. 60.

“Harbour Master” includes a Deputy Harbour Master;

“vessel” includes any ship or boat, or any other description of vessel used in navigation except that Parts I and III of these regulations shall not apply to vessels solely used for pleasure purposes and not carrying passengers or cargo for hire or reward.

(2) A regulation referred to by number means the regulation so numbered in these regulations.

(3) The Interpretation Ordinance shall apply for the purpose of the interpretation of these regulations as it applies for the purpose of the interpretation of an Ordinance, and as if these regulations were an Ordinance. Cap. 5.

PART I.—SECURING THE SAFETY OF VESSELS.

Certificate of Seaworthiness.

3. (1) If the owner, master or agent of a vessel desires to obtain a certificate of seaworthiness of the vessel to navigate in a harbour of the Colony, hereinafter called a certificate of seaworthiness, he shall make application in writing therefor to the Harbour Master, and pay to him a fee of one dollar. Application for certificate of seaworthiness of vessel to navigate in a harbour.

(2) On such application and payment being made, the Harbour Master shall survey the vessel and its equipment.

(3) If, on such survey, the Harbour Master is of opinion that the vessel is fit to navigate in the harbour he shall issue a certificate of seaworthiness in the form specified in the first schedule to these regulations. The certificate shall bear the date on which the vessel was surveyed and shall remain in force for twelve months from such date. Form No. 1 First schedule.

Second
schedule.

(4) The Harbour Master shall not issue a certificate of seaworthiness unless the vessel is furnished with the equipment specified in the second schedule to these regulations.

(5) (i) The certificate of seaworthiness shall contain the conditions subject to which it is issued, that is to say—

(a) the purposes for which the vessel is alone permitted to be used;

(b) the maximum number of persons that may be carried on the vessel at any one time;

(c) the minimum freeboard to which the vessel may be loaded; and

(d) the equipment which the vessel must carry.

Third
schedule.

(ii) The maximum number of persons that may be carried on a vessel at any one time shall be determined by the Harbour Master in accordance with the rules contained in the third schedule to these regulations.

Fifth
schedule.

(iii) The minimum freeboard to which the vessel may be loaded shall be determined by the Harbour Master in accordance with the rules contained in the fifth schedule to these regulations.

(6) Any owner or master of a vessel who fails to comply with or contravenes any of the conditions contained in a certificate of seaworthiness shall be liable to a penalty not exceeding one hundred dollars.

Form No. 2.
First
schedule.

(7) If, on such survey, the Harbour Master is of the opinion that the vessel is unfit to navigate in the harbour, he shall within twenty-four hours after such survey, deliver to the master or owner of the vessel a statement in writing in the form specified in the first schedule to these regulations, detailing the defects and deficiencies of the vessel and in what respects the vessel is unfit for navigation.

(8) A certificate of seaworthiness shall at all times be kept on board the vessel to which it relates.

(9) Any owner or master contravening the provisions of paragraph (8) of regulation 3 shall be liable to a penalty not exceeding ten dollars.

Examina-
tion of
vessel in
possession of
certificate of
seaworthi-
ness.

4. (1) The Harbour Master may, by notice in writing, require the owner or master of any vessel in respect whereof a certificate of seaworthiness is in force to produce such vessel to him at a time and place specified by him in writing for re-survey.

(2) If the Harbour Master at any time finds that a vessel is not furnished with the equipment specified in the second schedule to these regulations, or if without reasonable cause the proof whereof shall lie on the owner or master, the vessel is not produced to the Harbour Master under paragraph (1) of this regulation the Harbour Master shall thereupon revoke the certificate of seaworthiness and issue a certificate of revocation to the owner or master of the vessel in the form specified in the first schedule to these regulations.

Revocation of certificate of seaworthiness. Second schedule.

Form No. 3. First schedule.

(3) The provisions of paragraph (7) of regulation 3 and paragraph (2) of regulation 4 shall apply if at any time the Harbour Master finds that the vessel is unfit to navigate in the harbour.

5. A certificate of seaworthiness shall be null and void—

When certificate of seaworthiness is null and void.

(a) on the expiration of a period of twelve months from the date thereof; or

(b) on its revocation by the Harbour Master under paragraph (2) or paragraph (3) of regulation 4.

6. (1) No vessel shall enter, leave or navigate in the waters of any harbour unless a certificate of seaworthiness as regards that harbour is in force at the time in respect of such vessel.

Vessel not to navigate in harbours without certificate of seaworthiness.

(2) The provisions of this regulation shall not apply to—

(a) vessels belonging to Her Majesty, or to the Government of any country outside the Colony;

Exemptions.

(b) vessels holding a valid certificate of seaworthiness issued by a competent authority outside the Colony; and

(c) vessels under ten tons burden solely used for fishing, and vessels under five tons burden belonging to and used solely by farmers and not carrying passengers or goods for hire or reward.

(3) If the owner or master of a vessel fails to comply with or contravenes the provisions of this regulation he shall be liable to a penalty not exceeding one hundred dollars.

7. The Harbour Master shall keep in the form specified in the first schedule to these regulations a register containing particulars as to the issue of certificates of seaworthiness and of their expiry or revocation and any other particulars which the Harbour Master may think fit to include.

Register of certificates of seaworthiness. Form No. 4. First schedule.

Harbour Licence.

Obtaining
a harbour
licence.

8. (1) Any person desirous of obtaining a licence to act as master of a vessel in a harbour, hereinafter referred to as a harbour licence, shall apply for same to the Harbour Master and pay a fee of 50 cents.

(2) The Harbour Master shall grant a licence to any applicant provided that—

(a) he is over 21 years of age;

(b) he is physically fit with good eyesight and is not colour blind;

(c) he satisfies the Harbour Master as to his competency to perform the duties of master for the type of vessel for which a licence is desired; and

(d) a further payment of 50 cents is made on the issue of the licence.

Fourth
schedule.

(3) The Harbour Master shall examine the applicant in the subjects specified in the fourth schedule to these regulations in order to satisfy himself as to the competency of the applicant.

Form No. 5.
First
schedule.

(4) The harbour licence shall be in the form specified in the first schedule to these regulations and shall state to what type of vessel or vessels and to what harbour or harbours it is restricted.

Power to
re-examine
holder of
harbour
licence.

9. The Harbour Master may require the holder of a harbour licence to appear before him at a time and place specified by him in writing for the purpose of ascertaining whether or not the holder of the licence still fulfils conditions (b) and (c) of paragraph (2) of regulation 8.

Cancellation
of harbour
licence.

10. (1) The Harbour Master may suspend or cancel the harbour licence of any person—

(a) who is on account of physical or mental infirmity unable to perform his duties efficiently;

(b) who is guilty of drunkenness or neglect when engaged in the performance of his work as a master;

(c) who is guilty of a breach of contract with his employer or refuses or neglects, except for good cause, to perform the work he has contracted to carry out;

(d) who is guilty of any breach of these regulations, or neglects to carry the lights prescribed by the Collision Regulations, or fails to obey the "rule of the road at sea,"

or neglects to take any precaution which may be required by the ordinary practice of seamen or fails to comply with the provisions of regulation 9;

(e) who allows any vessel of which he is in charge to be overloaded or loaded in such a manner as to make the vessel unseaworthy;

(f) who is guilty of reckless conduct whilst in charge of a vessel, thereby endangering the safety of the passengers or crew or other vessel; or

(g) who conveys in his vessel a greater number of persons than it is authorised to carry under the certificate of seaworthiness.

(2) No harbour licence shall be cancelled, except after due inquiry made by the Harbour Master and unless the master concerned has had an opportunity of being present at the inquiry and making his defence.

(3) Any master whose harbour licence has been suspended or cancelled shall have the right of appealing to the General Manager against the suspension or cancellation, and the decision of the General Manager shall be final.

46 of 1949, s.
7A and 3rd
sch.

11. (1) Every vessel, when navigating in a harbour, shall have a master, duly licensed under regulation 8 on board and in charge of such vessel.

Penalty for
not having
harbour
licence.

(2) Any owner who uses or permits to be used any vessel in a harbour without having a master, duly licensed under regulation 8 on board and in charge shall be liable to a penalty not exceeding one hundred dollars.

(3) Any person acting as master of any vessel while navigating in a harbour without being the holder of a valid harbour licence for the particular type of vessel of which he is acting as master shall be liable to a penalty not exceeding one hundred dollars.

(4) The provisions of this regulation shall not apply to—

(a) any person holding a certificate of competency for the particular type of vessel being navigated issued by any competent authority outside the Colony;

(b) any Officer of the Royal Navy; or

(c) any Naval Officer of any foreign power;

(d) fishing vessels under ten tons burden not propelled by machinery and vessels not propelled by machinery belonging to and used solely by farmers and not carrying passengers or goods for hire or reward.

Register of
harbour
licences.

12. The Harbour Master shall keep, in such form as he thinks fit, a register containing particulars of the persons to whom harbour licences have been issued, and of the suspension and cancellation of such licences.

PART II.—REGULATION OF TRAFFIC IN HARBOURS AND PREVENTION OF ACCIDENTS.

Rule of
the road.

13. (1) Every vessel navigating in the waters of any river within the limits of the harbour of Georgetown or 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.

(2) Subject to paragraph (1) of this regulation, every vessel navigating in any harbour shall obey the rule of the road at sea and carry the lights prescribed by the Collision Regulations.

(3) Any master who fails to comply with or contravenes the provisions of this regulation shall be liable to a penalty not exceeding two hundred dollars.

Vessels
dropping
up or
down a
harbour.

14. (1) Every vessel dropping up or down a harbour with the tide and with her anchor on the bottom but not being held by such anchor, shall in addition to the lights prescribed by the Collision Regulations, for a vessel under way, carry the lights for a vessel not under command, namely two red lights in a vertical line, one over the other not less than six feet apart, and in the daytime the two black balls or shapes required by Article 4 of the Collision Regulations.

(2) The master of any vessel failing to carry the lights or shapes required by this regulation shall be liable to a penalty not exceeding one hundred dollars.

Special
signal for
foreign going
steamships.

15. An ocean going vessel or steamship, when about to approach or about to leave any wharf, may in order to warn sailing vessels, punts and other vessels in the vicinity, sound four short blasts on her whistle or siren.

Certain
vessels to
keep out of
the way of
foreign
going
steamships.

16. (1) Sailing vessels, punts and other vessels which, by reason of their lack of manœuvring ability, are liable to interfere with the docking or undocking of an ocean going vessel or steamship shall on hearing the warning signal prescribed by regulation 15 not leave their anchorage or berth, or if under way, immediately take all steps possible to vacate the vicinity in which the steamer is manœuvring.

(2) The master of a sailing vessel, punt or other vessel described in paragraph (1) of this regulation who manœuvres in such manner as to impede the free movement of an ocean going steamship while it is docking or undocking or when it is in the vicinity of wharves, will render himself liable to the suspension or cancellation of his harbour licence under paragraph (1) of regulation 10 in addition to any penalty to which he may be liable under regulation 22 of the Harbours and Pilotage Regulations.

PART III.—MARKING LOAD LINES ON VESSELS.

17. (1) The owner or master of every vessel in respect whereof a certificate of seaworthiness has been issued under paragraph (3) of regulation 3 and the owner or master of every other vessel, except fishing vessels, not marked with an approved load line, shall brand load lines on both sides of the vessel in the position indicated by the Harbour Master showing the minimum freeboard to which the vessel may load.

Branding
load lines.

(2) The position of the load lines shall be determined by the Harbour Master in accordance with the rules contained in the fifth schedule to these regulations.

Fifth
schedule.

(3) Every such load line shall consist of—

(a) in the case of vessels fitted with an efficient water-tight deck, to the satisfaction of the Harbour Master of a straight line not less than 12 inches in length and 1 inch in width and shall be so placed that the central point of such line shall be exactly midway between the bow and stern of such vessel, on the water line, upon each side of such vessel in a horizontal direction;

(b) in the case of vessels not fitted with an efficient water-tight deck two, or if such vessel is issued with a load line under the River Navigation Regulations, or any regulations amending the same, three horizontal straight lines not less than 9 inches in length and 1 inch in width. These lines shall be so placed that they shall project, one forward and one or two aft, from a vertical line placed midway from the bow and stern of such vessel and of such a length as to connect the horizontal lines in a vertical plane. These horizontal lines shall be marked with letters not less than 4 inches high as follows—

R—on top of the load line marking the river freeboard.

W—on top of the load line marking the rough weather freeboard.

S—on top of the load line marking the fine weather freeboard.

(4) Any master who loads his vessel in such a manner as to submerge the load line, or if marked with more than one load line the S load line at any time, or the W load line during the months of January, February or March, while in a harbour, shall be liable to a penalty not exceeding one hundred dollars, and in addition, to have his harbour licence suspended or cancelled under paragraph (1) of regulation 10.

(5) In paragraph (1) of this regulation an approved load line means a load line approved by a competent authority outside the Colony, or by a competent person, to the satisfaction of the Harbour Master in the Colony.

Marks to be painted on vessels.

18. (1) The number of the certificate of seaworthiness issued under paragraph (3) of regulation 3 and the number of persons the vessel is licensed to carry shall be legibly printed in black letters or figures not less than 4 inches high on a white ground in a position where it can best be seen, on the stern of the vessel.

(2) The master or owner of any vessel who fails to comply with the provisions of this regulation shall be liable to a penalty not exceeding fifty dollars.

Markings to be kept freshly painted.

19. (1) All markings of vessels required under these regulations shall be kept freshly painted and legible to the satisfaction of the Harbour Master.

(2) The master or owner of any vessel who fails to comply with the provisions of this regulation shall be liable to a penalty not exceeding fifty dollars.

PART IV.—GENERAL.

Recovery of penalties.

20. All penalties under these regulations may be sued for and recovered under the Summary Jurisdiction Ordinances.

FIRST SCHEDULE.

FORM No. 1.

CERTIFICATE OF SEAWORTHINESS No..... reg. 3(3).

Issued under and subject to the Harbours Regulations.

I hereby certify that I have this day inspected the vessel herein mentioned and pass her as seaworthy for use in the.....harbour subject to the conditions specified below—

Name of vessel.....Description of vessel.....
 Length of vessel.....Breadth.....Sheer.....
 Purposes for which vessel is alone permitted to be used.....
 Maximum number of persons that may be carried on the vessel at any one time.....Minimum freeboard to which the vessel may be loaded.
 " S " freeboard....." W " freeboard.....
 Equipment which vessel must carry—

Date.....Harbour Master.

Note.—This certificate is valid for twelve calendar months from the date thereof, and no longer.

FORM No. 2.

STATEMENT ON UNSEAWORTHINESS. reg. 3(7), 4 (3).

Issued under and subject to the Harbours Regulations.

To the.....of the.....Having on the.....day of.....19.....surveyed the above mentioned vessel I find that she is unseaworthy on account of defects and/or deficiencies mentioned below.

If this vessel is navigated in the.....harbour prior to a re-survey and to the issue of a certificate of seaworthiness under regulation 3(3), you will be liable under regulation 6(3) to a penalty not exceeding one hundred dollars.

Dated.....Harbour Master

FORM No. 3.

CERTIFICATE OF REVOCATION. reg. 4(2) (3).

Issued under and subject to the Harbours Regulations.

To the.....of the.....I hereby revoke the certificate of seaworthiness No.....in consequence of the vessel being (*here state concisely reasons for revocation*).

Date.....Harbour Master.

FORM NO. 4.

reg. 7.

REGISTER OF VESSELS ISSUED WITH CERTIFICATES OF SEAWORTHINESS.

Issued under and subject to the Harbours Regulations.

Date of Certificate	No. of Certificate	Name of Vessel.	Description of Vessel.	Name of Owner.	Address of Owner.	Date of Revocation	Remarks

FORM NO. 5.

reg. 8(4).

HARBOUR LICENCE.

Issued under and subject to the Harbours Regulations.

..... is hereby licensed to act as master
of a in the harbour.
Date Harbour Master.

No. of Licence.....

Description of holder of Licence.

Place of birth.....
Date of birth.....
Height

Build

Distinguishing Marks.....

Race

Signature

SECOND SCHEDULE.

reg. 3(4)

EQUIPMENT FOR VESSELS NAVIGATING IN A HARBOUR.

1. An anchor of a size suitable to the size of vessel with at least 10 fathoms chain cable or if the vessel is over 20 tons burden then with at least 20 fathoms chain cable.

This rule shall not apply to vessels less than 25 feet in length.

2. The lights required by these regulations.

3. Bilge pump or other suitable means of bailing out the vessel.

4. Engine, sails, oars or paddles, as appropriate, in good order and condition.

5. One lifebuoy, except in vessels less than 25 feet in length.

6. Sufficient approved huoyant apparatus either in the form of lifebelts, lifebuoys, tanks or rafts, sufficient in the aggregate to support in water 40 per cent. of the number of persons permitted to be carried.

7. One approved chemical fire extinguisher to be carried on all vessels propelled by machinery using oil fuel.

8. Any other equipment which, in the opinion of the Harbour Master, is necessary to ensure the safety of those persons permitted to be carried, depending on the type and construction of such vessel.

THIRD SCHEDULE.

reg. 3(5)
(ii).

The maximum number of persons which may be carried shall be determined by multiplying the length of the vessels in feet by the breadth in feet and dividing the product by eight, except in the case of vessels propelled by machinery when the area of the engine room in square feet shall be deducted from the product of the length multiplied by the breadth before dividing by the factor eight:

Provided that in no case may the load line of the vessel be submerged.

FOURTH SCHEDULE.

reg. 8(3).

SUBJECTS FOR EXAMINATION FOR HARBOUR LICENCE AS MASTER.

(1) The Rule of the Road at Sea and special regulations for preventing collisions in the harbours.

(2) Lights required to be carried by different types of vessels.

(3) Prescribed areas for anchorage in the harbours.

(4) Duties of a master in the event of collision.

(5) Equipment to be carried by the type of vessel for which a licence is required.

(6) The use of distress signals.

(7) How to act in case of fire, sinking or man overboard.

(8) General seamanship as applicable to the type of vessel for which a licence is required.

(9) Any other questions relating to the management and control of vessels which the Harbour Master may ask.

reg. 3(5).
(iii), 17(2).

FIFTH SCHEDULE.

RULES FOR DETERMINING FREEBOARD.

1. Vessels fitted with an efficient water-tight deck, covering the whole length of the vessel, in which any openings or hatches are provided with proper coamings and covers shall have the position of their load line as follows—

(a) Steam vessels up to 80 feet in length, 8 inches freeboard.

(b) Sailing vessels up to 80 feet in length, 9 inches freeboard.

(c) For every increase in length of 5 feet, one inch additional freeboard in the case of sailing vessels, and half an inch in the case of steam vessels.

2. Vessels (including open punts and boats) not fitted with an efficient water-tight deck shall have their "S" freeboard determined as follows—

(a) Length not exceeding 30 feet, 15 inches freeboard.

(b) For every increase in the length of the vessel of ten feet, one inch additional freeboard.

3. The position of the "W" load line shall be three inches lower than the "S" load line in all vessels not having an efficient water-tight deck.

4. The amount of freeboard allowed shall be increased by 1 inch for every inch and a half that the sheer of the vessel is less than a standard of 1 inch sheer for every 5 feet in the length of the vessel, but no deduction shall be made for any excess in sheer except in the case of decked vessels (Rule 1) when 1 inch less freeboard may be allowed for every increase $1\frac{1}{2}$ inches in sheer up to a maximum allowance of $1\frac{1}{2}$ inches freeboard for 100 feet in the length of the vessel.

5. The amount of freeboard may be increased if in the opinion of the Harbour Master the build or trim of the vessel is such as to make the vessel less safe than a similar type of vessel of standard build and trim.

6. No deductions shall be made to the freeboard on account of superstructures, salinity of the water, round of beam, forecastle, bridge, poop or raised quarter deck, etc.

INTERCOLONIAL SHIPS (MASTERS, MATES AND ENGINEERS CERTIFICATES) REGULATIONS.

ARRANGEMENT OF REGULATIONS.

REGULATION.

1. Short title.
2. Board of examiners.
3. Secretary.
4. Times of examinations.
5. Applications for examination.
6. Nationality.

REGULATION.

7. Examination fees.
8. Syllabus.
9. Eligibility.
10. Conditions.
11. Award of certificates.
12. Remuneration of examiners.
13. Loss, etc., of certificate.

 SCHEDULE.

INTERCOLONIAL SHIPS (MASTERS, MATES AND ENGINEERS CERTIFICATES).

REGULATIONS

made by the General Manager under section 49 (2) (v) and approved by the Governor in Council on the 22nd April, 1953.

Regs. 23
of 1953.

1. These regulations may be cited as the Intercolonial Ships (Masters, Mates and Engineers Certificates) Regulations.

Short title

2. (1) The General Manager shall, with the approval of the Governor in Council, appoint a board of examiners (hereinafter referred to as "the Board"), for the purpose of holding examinations for the award of certificates of competency (hereinafter referred to as "certificates") as master, mate or engineer of an intercolonial ship.

Board of
examiners.

(2) The Board shall consist of the Harbour Master and such other fit and proper persons as the General Manager shall appoint.

(3) The Harbour Master shall be the Chief Examiner at examinations for masters and mates certificates. The General Manager shall appoint a fit and proper person to be the Chief Examiner for engineers certificates.

(4) No person shall be appointed to be a member of the Board unless—

(a) he has attained the rank of lieutenant in Her Majesty's Navy; or

(b) he holds a Master Mariners foreign going certificate of competency issued by the Ministry of Transport or the equivalent certificate issued by or on behalf of the Government of one of Her Majesty's Dominions; or

(c) he holds an International or home trade certificate issued by or on behalf of the Government of the Colony, or the Government of Trinidad or the Marine Board of Jamaica; or

(d) he holds a certificate of competency as a first class engineer issued by the Board of Trade or the equivalent certificate issued by or on behalf of the Government of one of Her Majesty's Dominions; or

(e) he holds an intercolonial or home trade certificate of competency as a first class engineer issued by or on behalf of the Government of the Colony, the Government of Trinidad or the Marine Board of Jamaica.

Secretary.

3. The General Manager shall appoint a Secretary to the Board.

Times of examinations.

4. Examinations for certificates shall be held at such times and places as the Chief Examiner shall, by notice published in the Gazette, appoint.

Applications for examination.

5. (1) Every person who desires to obtain a certificate shall make application in writing to the Secretary 28 clear days before the date of examination and every such application shall be accompanied by the prescribed fee.

(2) Every application shall be accompanied by—

(a) testimonials as to the applicant's sea service, character and sobriety; one of which must be from the master of the last vessel he served on;

(b) in the case of a candidate for a certificate as master or mate, a certificate showing that he has passed the form and colour vision tests from time to time approved by the Ministry of Transport for the examination of masters and mates in the merchant service;

(c) in the case of a candidate for a certificate as a master, a certificate from a registered medical practitioner that the candidate has passed a proficiency test in first-aid; and

(d) in the case of a candidate for a certificate as a first class or second class engineer, a certificate of apprenticeship.

6. Every candidate shall produce such proof of nationality as the Board may require. Candidates who are not British subjects may be granted temporary certificates on satisfying the Board that they have a sufficient knowledge of the English language to enable them to perform their duties adequately on a British ship. Nationality.

7. The following examination fees shall be payable— Examination fees.

(a) for the master's certificate	\$10
(b) for the engineer's certificate (first class)... ..	\$10
(c) for the mate's certificate	\$ 5
(d) for the engineer's certificate (second class)	\$ 5

8. Examinations for certificates shall be governed by the syllabus in the schedule to these regulations. Syllabus. Schedule.

9. No person may be examined for a certificate— Eligibility.

(a) as a master or second class engineer before he has attained the age of 23 years; or

(b) as a mate before he has reached the age of 20 years; or

(c) as a first class engineer before he has reached the age of 24 years.

10. (1) Every candidate for a certificate as master shall satisfy the Board that has served 5 years on deck in a foreign going or intercolonial ship and for 12 months of that period he has held a mate's intercolonial certificate and has served as mate for that time. Any such candidate who desires a sailing ship endorsement on his certificate shall satisfy the Board that he has spent at least 3 years of the aforesaid period of 5 years in a foreign going or intercolonial sailing ship and that for 12 months of the period of 3 years he has held a mate's intercolonial certificate with a sailing ship endorsement for that time. Conditions.

(2) Every candidate for a certificate as mate shall satisfy the Board that he has served 4 years at sea on deck in a foreign going or intercolonial ship, and every such candidate who desires a sailing ship endorsement on his certificate shall satisfy the Board that he has spent 2 years of the aforesaid period on a foreign going or intercolonial sailing ship.

(3) Every candidate for a certificate as a second class engineer shall satisfy the Board that he has served an apprenticeship of at least 5 years in an engine repair shop, and 2 years

at sea as a junior engineer in a foreign going or intercolonial steamship or motor ship. Any candidate who has served in a steamship and who desires a diesel endorsement shall satisfy the Board that he has served an additional 9 months in a foreign going or intercolonial motor ship as a junior engineer, and any candidate who has served in a motor ship and desires a steam endorsement shall satisfy the Board that he has served an additional 12 months as junior engineer in a foreign going or intercolonial steamship.

(4) Every candidate for a certificate as a first class engineer shall satisfy the Board that he has served three years at sea in a foreign going or intercolonial steamship or motor ship, and at least 12 months of such period as a second engineer holding a certificate as such. Any candidate who has served in a steamship and desires a diesel endorsement shall satisfy the Board that he has served an additional 9 months as a junior engineer holding a certificate as a second class engineer in a foreign going or intercolonial motor ship, and any candidate who has served in a motor ship and desires a steam endorsement shall satisfy the Board that he has served an additional 12 months at sea as a junior engineer holding a certificate as a second engineer in a foreign going or intercolonial steamship.

Award of
certificates.

11. (1) The Board shall award a certificate to every candidate who, in their opinion, has attained a satisfactory standard in the examination and who has given satisfactory proof of his sobriety, experience, ability and general good conduct on board ship.

(2) Every certificate shall be in duplicate, and the duplicate portion shall be kept by the Harbour Master, together with a record of all certificates granted under these regulations.

Remunera-
tion of
examiners.

12. Every examiner shall be paid out of the general revenue of the Colony a fee of \$15.00 for each examination for a certificate as master or first class engineer, and a fee of \$2.50 for each examination for a certificate as mate or second class engineer.

Loss, etc.,
of certifi-
cate.

13. Where any certificate issued under these regulations has been lost or destroyed, the Harbour Master may, on the application of the holder, upon being satisfied as to the identity of the applicant and the loss or destruction of the certificate, issue a certified copy of such certificate to the applicant upon payment of a fee of one dollar.

SCHEDULE.

reg. 8.

Chart Examination; Written and Oral.

MASTER AND MATE: INTERCOLONIAL.

(A fuller knowledge of the Chartwork syllabus is required for Master).

1. On a chart to find the true course and distance between two points; given compass error, to find magnetic and compass course, and *vice versa*: to keep the Dead Reckoning on a chart; to lay off courses allowing for current; to find the set and drift of the current from data supplied.

2. To fix the position on a chart by cross bearings; by bearings of a single object, with run between, allowing for current; by the bearing and vertical angle of a given object; by the bearing of a light when rising or dipping, the height of the light being known.

3. The use of danger angles.

4. Chart abbreviations and symbols.

5. Notices to mariners.

Practical Navigation.

MATE: INTERCOLONIAL.

1. To find the time of High Water by the High Water Full and Change constant; the use of tide tables; light lists, sailing directions.

2. To find the true bearing of the sun by azimuth and amplitude tables, and from the compass bearing to obtain compass error.

To have a thorough knowledge of magnetic compass error, deviation and variation.

3. Fix ship's latitude by meridian altitude of the sun.

4. Read a barometer, either in inches or in millibars, read a thermometer, and answer simple questions on these instruments.

5. Be able to use a sextant, both for horizontal and vertical angles, and to understand the adjustments of the sextant.

6. Knowledge of weather conditions and currents which may be experienced in the Caribbean Area; avoidance of the centre of a hurricane.

7. To be able to navigate by dead reckoning (day's work, etc.).

MASTER: INTERCOLONIAL.

In addition to Practical Navigation for Mate Intercolonial.

1. To find the true bearing of the sun, a star or planet by azimuth and amplitude tables, and from the compass bearing to obtain the compass error.

2. To fix a vessel's position by observations of the sun, stars, or planets, for both latitude and longitude (any formula may be used).

3. The uses of a marine hydrometer.

Steamship and Nautical Knowledge—Elementary knowledge of ships construction.

For Master only: Working knowledge of ship Master's Business.

MASTER AND MATE.

(A fuller knowledge of the Steamship syllabus is required for Master).

A thorough knowledge of the regulations for preventing collisions at sea (Articles 1 to 31). Candidates will not be required to repeat the Articles word by word.

Distress and Pilot signals, the use of rockets. The marking and use of ordinary lead line, mechanical sounding machine and ships' logs.

Anchor and cables, mooring and unmooring, berthing and unberthing, effect of screw.

Handling of ship in bad weather and when disabled. Management of a ship's boat, construction, equipment.

Knowledge of cargo handling equipment, ropes, purchases, rigging; cargo stowage; trim, ballast tanks, fire extinguishing appliances; knowledge of Load Line.

Working knowledge of International Code Signals; signalling morse flashing or reading up to six words per minute.

Candidates for sailing ship endorsement must answer questions regarding the management and manœuvring of sailing vessels.

FIRST CLASS ENGINEER.

A Candidate for a Certificate of Competency as First Class Engineer whether "Steam" or "Motor" is required to write legibly, spell correctly and express himself generally in creditable English.

GENERAL ENGINEERING—SCIENCE.

(Six out of nine questions to be attempted).

(Time allowed—3 hours).

To show a knowledge of—

Mass, volume, specific gravity, areas and solids. Application of Simpson's Rules to areas and volumes. Displacement, linear and angular velocity; Uniform linear and angular acceleration; relative velocity; Vectors. Triangle and parallelograms of velocities or forces. Forces, moments and couples, centre of gravity, conditions of equilibrium. Work and power. Solid friction. Inclined plane. Simple machines, velocity ratio, mechanical advantage and efficiency. Centrifugal force, its incidence in machine parts, including the rims of fly wheels. Transmission of power by gearing. Elementary hydrostatics and hydraulics. Principle of Archimedes; Basic ideas of fluid pressure and fluid friction. Flow through pipes and orifices. Stress, strain and elasticity. Hook's Law. Moduli of elasticity, simple tension, compression and shear. Bending moment and shearing force diagrams for cantilevers and simply supported beams with concentrated or uniform loading. Strength of beams. Torsion strength and stiffness of round shafts and power transmitted. Thin cylindrical and spherical shells. Strength of single, double and treble riveted lap and butt joints, welded joints. Stresses and strains in single members due to change of temperature.

HEAT AND HEAT ENGINES.

(Six out of nine questions to be attempted).

(Time allowed—3 hours).

Temperature scales and their conversion. Linear and volumetric expansion or contraction due to change of temperature. Co-efficient of expansion. Specific heat. Resulting temperatures of mixtures at different temperatures. Conduction, convection and radiation of heat. Boyle's Law and Charles' Law and their combination. Relations between specific heat at constant pressure and constant volume. Adiabatic expansion and compression $p.v. = a \text{ constant}$. Change of state. Sensible heat, latent heat and super heat. Energy, methods of measurement of energy and work. Mechanical equivalent of heat. Fuels and the generation of heat by combustion. Calorific value of fuels. Generation of steam. Dryness fraction of steam. Condensers and vacuum, advantages of using steam expansively. Elementary principles and cycles of operation of steam and internal combustion engines

and air compressors. Calculation of work done with hypothetical pressure-volume diagrams with constant steam pressure and with expansion according to the law $p.v. = a$ constant. Mean referred pressure. Cylinder volume ratios. Heat balance with reference to engine and boiler trials. Results to be expected from the application of high pressure steam of compounding, super-heating and steam jacketing. Valve diagrams for steam engines. Cam diagrams for internal combustion engines. Elementary principles of the steam turbine. Efficiency of refrigerating machinery. Boilers and evaporators. Thermal, mechanical and overall efficiencies.

ELECTROTECHNOLOGY AND ELEMENTARY NAVAL ARCHITECTURE.

(Four out of six questions to be attempted).

(Time allowed—2½ hours).

The effects of an electrical current—chemical, magnetic and heating. Primary cells and accumulators. Electrolysis. Simple magnetic and electromagnetic phenomena.

Application of electromagnetic induction phenomena to the generator.

Practical electrical units. (D.C.) Ohms law. Laws of resistance. Effects of temperature on resistance. Grouping of resistances. Mechanical and heat equivalents. Modes of current distribution for lighting and power purposes. Displacement, wetted surface, block or prismatic co-efficients of fineness of displacement, co-efficients of fineness of water plane. Tons per inch immersion. Alteration in draught owing to change in density of the water. Shift of centre of gravity by adding, removing, shifting or consuming fuel, cargo or ballast. Relation between speed of vessel and fuel consumption. Action of propeller, slip, thrust and power. Admiralty and fuel co-efficients. Simple problems on strength and structural members to resist liquid pressure.

ENGINEERING KNOWLEDGE.

(Six out of nine questions to be attempted).

(Two papers—Time allowed—3 hours each).

The engineering knowledge to be shown by candidates is that which is required for the use, operation and maintenance of the machinery, equipment and ship structure usually in the charge of the engineer. A knowledge of the methods of manufacture of the various components is also required.

Candidates for certificates and endorsements are required to take a written examination followed by an oral examination. Candidates may be required to illustrate their answers by means of freehand sketches.

To be familiar with the physical characteristics of the metals, other materials commonly used by sea-going engineers.

To have a creditable knowledge of the facts relating to steam, heat, combustion and the formation of smoke.

The use, constructional details and principles involved in the action of the pressure gauge, voltmeter, ammeter, thermometer, pyrometer, barometer, salinometer, hydrometer and other meters commonly used by engineers on board ship.

The causes, effects and usual remedies for incrustation and corrosion.

Feed water and blow densities and scale formation.

The methods of dealing with wear and tear of machinery and boilers.

Alignment of machinery parts including shafting, the correction of defects due to corrosion, flaw or accidents, and how a temporary or permanent repair could be effected in the event of derangement or total breakdown.

To understand the constructional details and principles of action of centrifugal, bucket and force pumps. The general requirements concerning feed fuel, bilge and ballast pumping systems.

To understand the constructional and working of steering engines and gears, refrigerating machinery, hydraulic machinery, and such steam and internal combustion engines as are used for emergency and auxiliary machinery on board ship.

The lay out and working of electric light and power circuits; single wire; two wire, three wire and ring main systems.

Use of the megger.

Application of the indicator, calculation of mean pressure and horse power. Fluctuation of pressure in the cylinder as shown by indicator diagrams.

Precautions against fire or explosives due to oil or gas. Flash point. The danger of leakage from oil tanks, pipes, etc., particularly in bilges or other unventilated spaces. The action of wire gauze diaphragms. Spontaneous combustion of coal. Ventilation and storage of coal. Fire detection, methods of dealing with fire; action or maintenance of fire extinguishers. The maintenance in good working order of any machinery or other appliances which may be placed in his charge, how to provide against defects and breakdowns; carrying out or direction of any repairs or renewals that may be required.

A Candidate for steam Certificate of Competency must also understand—

The various designs of marine steam engines (including turbine) now adopted, the functions of each important part and the attention required by the different parts of the machinery on board ship. The methods of testing and altering the setting of the steam admission and exhaust valves and the effect produced in the working of the engines by definite alteration of the valves setting.

The constructional details and working of evaporators, feed water, heaters and feed water filters.

Marine boilers of various modern designs; the manner of staying them and also the prevention of movement of boilers when vessels are pitching or rolling. The determination by calculation of suitable working pressures for boilers of given dimensions. The use and management of boiler fittings and mountings with special reference to water gauges and safety valves.

Precautions necessary when raising steam and operating stop valves with particular reference to the danger arising from water hammer action.

Constructional details, operations and maintenance of installations generally employed for assisting draught, superheating steam and burning coal and oil fuel.

A Candidate for "Motor" Certificate of Competency must also understand—

The principles underlying the working of internal combustion engines. The difference between various types of engines, constructional details of internal combustion engines in general use.

The methods of supplying air and fuel to the cylinders of engines of different types; the construction of the apparatus for carburetting, atomising or gasifying the fuel; the means of cooling the cylinders of pistons, constructional details and operation of air compressors. The attention required to be paid to the various parts of the machinery and the use and management of the different valves, pipes and connections.

Starting and reversing arrangements and the remedy of any troubles arising therefrom.

The attention required for the operation and maintenance of the various parts of machinery. The use and management of valves, pipes, connections and safety devices employed.

Enumeration and description of defects arising from working of machinery and the remedy for such defects.

Construction and management of auxiliary steam boilers and machinery.

ORAL EXAMINATION.

The oral examination will be largely based upon the practical knowledge subjects of the examination and will include questions on the management of engines and boilers at sea; the duties of a watch keeping engineer; the work to be done to engines, boilers and auxiliary machinery in port, the periodical examination of working parts and how machinery and boiler casualties, which may occur at sea, may be prevented and remedied.

DRAWING.

Choice of two drawings—(Time allowed—6 hours).

Candidates will be tested in their ability to apply the principles of projection and will be asked to draw a plan, elevation or section or a combination of these views of a piece of marine machinery from information supplied.

All the required information for the completion of the drawing will be given in the question paper.

Second Class Engineer.

A candidate for a Certificate of Competency as a Second Class Engineer whether "Steam" or "Motor" is required to write legibly, spell correctly, and express himself generally in creditable English.

GENERAL ENGINEERING SCIENCE.

(Six out of nine questions to be attempted).

(Time allowed—3 hours).

To show a knowledge of—

Mass, volume, specific gravity. Areas and solids.

Application of Simpson's Rule to areas and volumes.

Displacement. Triangle and parallelograms of forces.

Forces, centre of gravity.

Work and power. Inclined plane; simple machines, velocity ratio, mechanical advantage and efficiency.

Centrifugal force.

Transmission of power by gearing.

Elementary hydrostatics and hydraulics. Principle of Archimedes.

Flow through pipes and orifices.

Stress, strain and elasticity. Hook's Law. Moduli of elasticity, simple tension, compression and shear.

Bending moment and shearing force diagrams for cantilevers and simply supported beams with concentrated or uniform loading.

Strength of beams.

Thin cylindrical and spherical shells. Strength of single, double and treble riveted lap and butt joints.

HEAT AND HEAT ENGINES.

*(Six out of nine questions to be attempted).**(Time allowed—3 hours).*

Temperatures scales and their conversion.

Specific heat. Resulting temperatures of mixtures at different temperatures. Conduction, convection and radiation of heat.

Boyle's Law and Charles' Law and their combination.

Change of state. Sensible heat, latent heat and super heat.

Energy, methods of measurement of energy and work.

Mechanical equivalent of heat. Fuels and the generation of heat by combustion. Caloric value of fuels. Generation of steam.

Condensers and vacuum, advantages of using steam expansively.

Elementary principles and cycles of operation of steam and internal combustion engines and air compressors.

Cylinder volume ratios. Results to be expected from the application of high pressure steam of compounding, superheating and steam jacketing.

Elementary principles of the steam turbine.

Efficiency of refrigerating machinery.

Boilers and evaporators.

Thermal, mechanical and overall efficiencies.

ELECTROTECHNOLOGY AND ELEMENTARY NAVAL ARCHITECTURE.

*(Four out of six questions to be attempted).**(Time allowed—2½ hours).*

The effects of an electrical current—chemical, magnetic and heating.

Primary cells and accumulators. Electrolysis.

Simple magnetic and electromagnetic phenomena.

Application of electromagnetic induction phenomena to the generator.

Practical electrical units. (D.C.) Ohms Law. Laws of resistance.

Effects of temperature on resistance. Grouping of resistances.

Mechanical and heat equivalents. Modes of current distribution for lighting and power purposes.

Displacement, wetted surface, block or prismatic co-efficients of fineness of displacement, co-efficients of fineness of water plane.

Tons per inch immersion. Alteration in draught owing to change in density of water. Shift of centre of gravity by adding, removing, shifting or consuming fuel, cargo or ballast. Relation between speed of vessel and fuel consumption. Action of propeller, slip, thrust and power. Admiralty and fuel co-efficients. Simple problems on strength and structural members to resist liquid pressure.

ENGINEERING KNOWLEDGE.

*(Six out of nine questions to be attempted).**(Two papers—Time allowed—3 hours each).*

The Engineering knowledge to be shown by candidates is that which is required for the use, operation and maintenance of the machinery, equipment and ship structure usually in the charge of the engineer.

A knowledge of the methods of manufacture of the various components is also required.

Candidates for certificates and endorsements are required to take a written examination followed by an oral examination.

Candidates may be required to illustrate their answers by means of freehand sketches.

To be familiar with the physical characteristics of the metals; other materials commonly used by sea-going Engineers.

To have a creditable knowledge of the facts relating to steam, heat, combustion and the formation of smoke.

The use, constructional details and principles involved in the action of the pressure gauge, volt meter, ammeter, thermometer, pyrometer, barometer, salinometer, hydrometer, and other meters commonly used by engineers on board ship.

The causes, effects and usual remedies for incrustation and corrosion.

Feed water and blow densities and scale formation.

The methods of dealing with wear and tear of machinery and boilers.

Alignment of machinery parts including shafting, the correction of defects due to corrosion, flaws or accidents, and how a temporary or permanent repair could be effected in the event of derangement or total breakdown.

To understand the constructional details and principles of action of centrifugal, bucket and force pumps. The general requirements concerning feed fuel, bilge and ballast pumping systems.

To understand the construction and working of steering engines and gears, refrigerating machinery, hydraulic machinery, and such steam and internal combustion engines as are used for emergency and auxiliary machinery on board ship.

The lay out and working of electric light and power circuits; signal wire, two wire, three wire, and ring main systems.

Use of the meggar.

Application of the indicator, calculation of mean pressure and horse power. Fluctuation of pressure in the cylinder as shown by indicator diagrams.

Precautions against fire or explosives due to oil or gas. Flash point bilges or other unventilated spaces. The action of wire gauze diaphragms. Spontaneous combustion of coal. Ventilation and storage of coal. Fire detection, methods of dealing with fire; action or maintenance of fire extinguishers.

The maintenance in good working order of any machinery or other appliances which may be placed in his charge, how to provide against defects and breakdowns; carrying out or direction of any repairs or renewals that may be required.

A candidate for steam Certificate of Competency must also understand—

The various designs of marine steam engines (including turbine) now adopted, the functions of each important part and the attention required by the different parts of the machinery on board ship.

The methods of testing and altering the setting of the steam admission and exhaust valves and the effect produced in the working of the engines by definite alteration of the valves setting.

The constructional details and working of evaporators, feed water, heaters and feed water filters.

Marine boilers of various modern designs; the manner of staying them and also the prevention of movement of boilers when vessels are pitching or rolling. The determination by calculation of suitable working pressures for boilers of given dimensions.

The use and management of boiler fittings and mountings with special particular reference to the danger arising from water hammer action.

Precautions necessary when raising steam and operating stop valves with particular reference to the danger arising from water hammer action.

Constructional details, operations and maintenance of installations generally employed for assisting draught, superheating steam and burning coal and oil fuel.

A candidate for "Motor" Certificate of Competency must also understand—

The principles underlying the working of internal combustion engines.

The difference between various types of engines, constructional details of internal combustion engines in general use.

The methods of supplying air and fuel to the cylinders of engines of different types; the construction of the apparatus for carburetting, atomising or gasifying the fuel; the means of cooling the cylinders of pistons, constructional details and operation of air compressors.

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Starting and reversing arrangements and the remedy of any trouble arising therefrom.

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DRAWING.

(Choice of two drawings. Time allowed—3 hours).

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SUPERANNUATION AND OTHER BENEFITS.

REGULATIONS

made by the Transport and Harbours Board under section 49 (2) and approved by the Governor in Council on 31st October, 1941, and amended on the 24th January, 1944, 1st October, 1949, and 31st January, 1950.

Regs.
28 of 1941.
1 of 1944.
16 of 1949.
4 of 1950.

1. These regulations may be cited as the Transport and Harbours Department (Superannuation and other Benefits) Regulations. Short title.

2. In these regulations, unless the context otherwise requires— Interpretation.

“approved appointments in the Department” means the appointments specified in the schedule to these regulations;

“authorised by Resolution” means authorised by Resolution No. XXV passed by the Legislative Council on the 21st August, 1940, or by Resolution No. VI passed by the Legislative Council on the 12th December, 1940, or by Resolution No. IV passed by the Legislative Council on the 28th May, 1943, as the case may be;

Regs. 1
of 1944.

“the Department” means the Transport and Harbours Department established under section 3 of the Transport and Harbours Ordinance;

“service” means service in the Colonial Steamer Service, the Colonial Transport Department, the Harbour and Pilotage Services or the Transport and Harbours Department, but does not include any service under the former Demerara Railway Company;

“the Pensions Ordinance” means the Pensions Ordinance, 1933, and any Ordinance amending the same. Cap. 73.

3. (1) In respect of service in the Department, the General Manager may grant to employees of the Department and their dependents such pensions, annual allowances and gratuities as are specified hereunder— Power to grant superannuation and other benefits.

(a) to employees holding full time posts in the Department (other than those on the permanent pensionable establishment of the Colony) which carry a fixed or maximum salary of not less than \$1200 per annum—pensions (other than Regs. 1
of 1944.
16 of 1949.
4 of 1950.

Cap. 73.

pensions to dependents when the employee is killed on duty), gratuities, marriage and death gratuities calculated in accordance with the provisions of the Pensions Ordinance;

(b) to employees holding approved appointments in the Department—annual allowances, gratuities, marriage and death gratuities, calculated on the same bases as authorised by resolution with respect to the holders of non-pensionable approved appointments in the public service;

(c) to employees other than those specified in paragraphs (a) and (b)—gratuities and death gratuities, calculated on the same bases as authorised by resolution with respect to non-pensionable employees in the public service not holding approved appointments.

Regs. 16
of 1949.

(2) Notwithstanding the provisions of sub-regulation (1) of this regulation, the General Manager may, with the approval of the Governor in Council, grant to an employee within the meaning of paragraph (a) of sub-regulation (1) of this regulation who has rendered exceptionally valuable and meritorious service, such pension, gratuity and death gratuity exceeding the pension, gratuity and death gratuity which would, but for this sub-regulation, have been granted to him, as he may deem fit.

Pensions to dependents when an employee is killed on duty.
Regs. 1
of 1944.
16 of 1949.

4. Where an employee (not on the permanent pensionable establishment of the Colony) dies as a result of injuries received—

(a) in the actual discharge of his duty; and

(b) without his own default; and

(c) on account of circumstances specifically attributable to the nature of his duty,

while in the service of the Department, it shall be lawful for the General Manager to grant, in addition to the grant, if any, made to his dependents under regulation 3 of these regulations, pensions to his dependents calculated in accordance with section 21 of the Pensions Ordinance:

Cap. 73.

Provided that this regulation shall not apply in the case of the death of an employee whose dependents, as defined in the Workmen's Compensation Ordinance, are entitled to compensation under that Ordinance.

Cap. 111.

Power to vary schedule.
Regs. 16
of 1949.

5. The General Manager may, with the approval of the Governor in Council, vary the schedule to these regulations.

6. (1) These regulations (other than the provision in paragraph (b) of regulation 3 (1) relating to the grant of marriage gratuities) shall be deemed to have come into force on the 21st August, 1940. Commence-
ment.

(2) The provision in paragraph (b) of regulation 3 (1) relating to the grant of marriage gratuities shall be deemed to have come into force on the 12th December, 1940.

SCHEDULE.

APPROVED APPOINTMENTS.

Attendant, (Lighthouse or Light Beacon).	Moulder.
Blacksmith.	Painter.
Boiler-maker.	Pattern Maker.
Clerk.	Platelay.
Carpenter	Pointsman.
Chauffeur.	Purser.
Cleaner (Locomotive shed).	Sailmaker.
Conductor.	Sawyer.
Coppersmith.	Seamen—(Mate, Boatswain, Leading seaman, Ordinary seaman, Coxswain, Launch Cap- tain).
Cranedriver.	Shipwright.
Electrician.	Shunter.
Engineer (Marine).	Station Master.
Engine Driver.	Stoker.
Fireman.	Striker.
Fitter.	Trimmer.
Foreman (Workshops and Permanent Way).	Vanman.
Gateman.	Wagon Examiner.
Machinist.	Welder.
Messenger.	
Motor Mechanic.	
