

British Guiana.

REGULATIONS AMENDING THE HARBOURS AND PILOTAGE REGULATIONS, 1924.

1. These Regulations may be cited as the Harbours and Pilotage Regulations, 1933, and shall be construed with the Harbours and Pilotage Regulations, 1924, hereinafter referred to as the Principal Regulations, and any Regulations amending the same. Short Title.

2. The principal Regulations are hereby amended as follows :— Certain principal Regulations amended

(a) Regulation 4 is hereby revoked and the following is substituted therefor :— Revocation and re-enactment of Regulation 4.

“ 4—(i) 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.

(ii) 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 \$100, 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 \$10 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 \$200."

Revocation and re-enactment of Regulation 5.

(b) Regulation 5 is hereby revoked and the following is substituted therefor:—

Manner of mooring when alongside stellings, and penalty for breach.

"5.—(i) 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.

(ii) 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 \$100, 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 \$10 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 \$200."

Regulation 9 amended.

(c) Sub-section (2) of Regulation 9 is hereby revoked, and the following substituted therefor:—

Penalty for failure to move.

"(2) Any Master who refuses to move his vessel, when so ordered, shall be liable to a penalty of not less than \$24 and not more than \$100, and in addition, he shall be liable to a further penalty of \$10 for every hour or part of an hour that the vessel may remain after he has been so ordered to move: provided that the aggregate amount of such penalties shall not exceed \$200."

Revocation and re-enactment of Regulation 45.

(d) Regulation 45 is hereby revoked and the following substituted therefor:—

“45. Where a pilot has been engaged to bring in or take out a vessel if the vessel does not arrive or depart on the day appointed, the person liable to pay pilotage dues for the vessel shall pay to the Board the sum of \$3 for each day or part of a day during which the pilot is reserved after the day appointed for the arrival or departure of the vessel.”

Fee payable
for pilot
kept wait-
ing.

Made by the Transport & Harbour Board under section 37 (2) of the Transport & Harbours Ordinance, 1931, on the 21st day of December, 1933.

C. DOUGLAS-JONES,
Chairman,
Transport and Harbours Board.

Approved by the Governor in Council on the twenty-second day of January, 1934.

C. W. H. COLLIER,
Clerk of the Council.