

LAWS OF GUYANA

TRANSPORT AND HARBOURS ACT

CHAPTER 49:04

**Act
30 of 1931**
Amended by

1	of	1932
25	of	1932
38	of	1933
19	of	1935
22	of	1936
16	of	1941
37	of	1944
26	of	1946
39	of	1947
24	of	1951
27	of	1953
17	of	1962
27	of	1965
16	of	1970
4	of	1972
25	of	1977
7	of	1998
Res. 6	of	1982

Current Authorised Pages

<i>Pages (inclusive)</i>	<i>Authorised by L.R.O.</i>
1 – 123 ...	1/2012

LAWS OF GUYANA

2

Cap. 49:04

Transport and Harbours

Index of Subsidiary Legislation

	Page
Government Railway and Steamer Services Rules (Reg. 23/1/1924)	38
Harbours and Pilotage Regulations (Reg. 31/12/1924, 21/4/1925, 16/12/1929, 22/1/1934, 27/1948, 16/1950, 15/1952, 19/1953, 7/1963, 19/1965, 4/ 1972 , 2/1978, 12/1982, 10/1984)	45
Harbours Regulations (Reg. 18/4/1939, 15/1970, 11/1982, 11/1984)	76
Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations (Reg. 23/1953, 9/1966B, 15/1957, 27 of 1965, 4 of 1972)	96
Transport and Harbours Department (Superannuation and Other Benefits) Regulations (Reg. 28/1941, 1/1944, 16/1949, 4/1950, 18/1955, 5/1976, 4/1972 33/1978)	119

Note on Repeal

This Act repealed the Harbour and Pilotage Ordinance (Cap. 119 of the 1929 Edition).

CHAPTER 49:04
TRANSPORT AND HARBOURS ACT
ARRANGEMENT OF SECTIONS

SECTION

1. Short title.
2. Interpretation.

PART I
ADMINISTRATION

3. (1) Establishment of Transport and Harbours Department.
(2) Power to establish road transport services.
4. Appointment, powers and duties of General Manager.
5. Establishment and powers of Advisory Council.
6. Appointment and constitution of Advisory Council.
7. Estimates of Department to be approved by Minister.
General Manager authorised to appropriate revenues.
8. Interest and sinking fund charges to be provided in annual estimates
and paid to Accountant General.
9. Net deficiency to be provided by Parliament.
10. Certain officers eligible for pension from public funds.
11. Pensions to be provided in annual estimates and paid to Accountant
General.
12. c. 27:10 and c. 27:08 to apply in certain cases.

PART II
THE RAILWAY AND GOVERNMENT VESSELS

13. Rights and powers of Company vested in the Minister.
14. Management of railway and Government vessels.
15. Conditions of carriage of merchandise.
16. Carrier's risk conditions.
17. Dangerous goods.
18. Tariff for carriage of passengers.
19. Power to alter or amend the tariff of tolls.
20. Cessation of obligation on company to construct fence or gate on
railway.

LAWS OF GUYANA

4

Cap. 49:04

Transport and Harbours

SECTION

21. Trespass on railway.
22. Suits by or against Department.
23. Notice of action and limitation.

PART III **HARBOURS AND PILOTAGE**

Dues, fees and other moneys payable to the Department

24. Revenue of the Department.
25. Tonnage dues.
26. Default of dues payment.
27. [Repealed by Act No. 25 of 1977]
28. [Repealed by Act No. 25 of 1977]
29. Light dues.
30. Shipping fees.
31. Collection of moneys and their expenditure.

THE HARBOUR MASTER

32. Appointment of harbour master and deputy harbour master.
33. Powers and duties of harbour master.

PILOTAGE

34. Compulsory pilotage and pilotage districts.
- 34A. Pilotage Exemption Certificate.
35. The pilotage service
36. Circumstances in which pilot may leave pilotage service.
37. Liability of owner or master in the case of a vessel under pilotage.

RECOVERY OF PILOTAGE DUES

38. Persons liable for the payment of pilotage dues.
39. Recovery of dues paid by consignee or agent.
40. Employment of unqualified pilot.
41. Taking pilot beyond his district without his consent.

SECTION

PROTECTION OF HARBOURS

- 42. Illegal removal of soil from harbour.
- 43. Drainage into harbour.
- 44. Use of fishing apparatus at or near wharf.
- 45. Contravention of provisions of Act or regulations.
- 46. Fraudulent alteration of marks on stem and stern of vessel.

MISCELLANEOUS

- 47. Government and Department not liable for default of General Manager.
- 48. Claims for injuries to vessel.

**PART IV
GENERAL**

- 49. Regulations.
- 50. Signature of General Manager *prima facie* evidence of correctness of account.
- 51. Penalties.
- 52. Penalties recoverable under the Summary Jurisdiction Acts.
- 53. Exemption from personal responsibility.
- 54. Savings.

FIRST SCHEDULE—Additional powers, duties and functions of the General Manager.

SECOND SCHEDULE—Officers eligible for pensions.

THIRD SCHEDULE—Dues and Fees.

FOURTH SCHEDULE—Non-compulsory Pilotage.

CHAPTER 49:04

1953 Ed.
c. 261

TRANSPORT AND HARBOURS ACT

30 of 1931

An Act to establish a Transport and Harbours Department for the purpose of managing and carrying on the railway and Government vessels and of controlling and regulating the use of the harbours of Guyana.

[5TH JANUARY, 1932]

Short title. **1.** This Act may be cited as the Transport and Harbours Act.

Interpretation. **2. (1)** In this Act—

[39 of 1947
25 of 1977
7 of 1998] “cattle” means any horse, mare, gelding, colt, filly, mule, ass, bull, cow, ox, steer, heifer, calf, sheep, goat, or swine;

“coasting vessel” means any vessel trading within the limits of Guyana;

c. 82:01 “Community States” has the meaning assigned to it in section 15(7) of the Customs Act;

II of 1846
1924 Ed. “the Company” means the Demerara Railway Company, incorporated by the Demerara Railway Company Ordinance, 1846;

“conditions” includes regulations;

c. 49:01 “Director” has the same meaning assigned to that word in section 2 of the Guyana Shipping Act;

“Government vessel” means any vessel belonging to or employed by the Government;

“harbour of Georgetown” means the harbour of the port of Georgetown the limits of which are—

seawards, bounded by the arc of a circle with radius one nautical mile and centre the Georgetown Lighthouse, southwards, bounded by a line drawn across the

Demerara River from the southern boundary of Plantation La Penitence on the east bank to the southern boundary of Plantation Klein Pouderoyen on the west bank of that river, east and west, bounded by the banks of the Demerara River including therein the land up to mean high water mark at spring tides;

“harbour of New Amsterdam” means the harbour of the port of New Amsterdam, the limits of which are—

bounded on the north by a line stretching from the northern end of the side-line dam between the Ordnance Fort lands and Plantation Sea-well (Lot No. 1) on the east sea coast to the eastern side of the side-line dam between Plantation Zeezigt, now known as Cotton Tree and Mon Choisi (lots Nos. 2 and 3) on the west sea coast;

on the south by a line extending from the western end of the side-line dam between the town of New Amsterdam and Plantation Overwinning on the east bank of the river, across the river to the eastern side of the side-line dams between Plantations Ithaca and Gelderland (Lots Nos. 2 and 3) on the west bank of the river;

the eastern and western boundaries of the said port or harbour between those lines extending to mean high water mark at spring tides;

“harbour master” means the harbour master appointed under this Act, and includes any deputy harbour master;

“licensed pilot” means a pilot licensed in accordance with section 35, and employed in the pilotage service;

“Maritime Administration Department” means the Department established by section 4 of the Guyana

c. 49:01

Shipping Act;

“master” includes the person for the time being in charge of a vessel, but does not include a pilot;

“merchandise” includes goods, minerals, livestock, and animals of every description;

“pilot” means a person licensed as a pilot and duly appointed under this Act;

“pilot station” means—

- (i) in relation to the harbour of Georgetown—the Demerara light beacon, stationed outside thereof, or any vessel, lighted buoy or structure erected or placed in a position marking the entrance to the channel designated for the entry of vessels therein; and
- (ii) in relation to the harbour of New Amsterdam—the Berbice light tower, stationed outside thereof, or any vessel, lighted buoy or structure erected or placed in a position marking the entrance to the channel designated for the entry of vessels therein;

“port” means any place which is for the time being appointed to be a port under the Customs Act;

c. 82:01

Cap. 262
1953 Ed.

“the railway” means the railway acquired under the Railways Purchase Ordinance and includes any railway hereafter acquired, constructed, established or maintained by the

Government together with any road transport service hereafter established and maintained under this Act;

“registered tonnage” means net register tonnage;

“the regulations” means the regulations made under this Act;

“steam vessel” or “steamship” includes a vessel propelled by electricity or other mechanical power;

“vessel” includes any ship or boat, or any other description of vessel used in navigation.

(2) A reference in any provision of this Act or any subsidiary legislation made thereunder, to the “General Manager” and the “Transport and Harbours Department” in relation to any power, function or duty exercisable by such Manager or Department pursuant to the provisions of section 3 (1A), shall, unless the context otherwise require, be construed as a reference to the “Director” and the “Maritime Administration Department”, respectively.

PART I ADMINISTRATION

Establishment
of Transport
and Harbours
Department.
[22 of 1936
26 of 1946
7 of 1998]

3. (1) There is hereby established a department styled the Transport and Harbours Department (hereinafter referred to as the Department) which subject to this Act shall manage and carry on the railway and the Government vessels.

(1A) The Maritime Administration Department shall be charged with the control, improvement, lighting and regulation of the harbour of Georgetown and the other harbours of Guyana and the approaches thereto and shall carry on and maintain a pilotage service for Guyana.

Power to
establish road
transport

(2) The General Manager may with the approval of the Minister establish and maintain road transport services upon any road within Guyana.

LAWS OF GUYANA

10

Cap. 49:04

Transport and Harbours

services.

Appointment,
powers and
duties of
General
Manager.
[26 of 1946]

4. (1) There shall be a General Manager of the Department (hereinafter in this Act referred to as "the General Manager").

(2) The General Manager shall act subject to any general or special directions which may from time to time be given to him by the Minister, and, without prejudice to the generality of the foregoing provision, where the General Manager proposes to do, or does any act or thing in relation to his powers functions and duties, the Minister may, if he considers that such act or thing should not be done or should not have been done, direct the General Manager not to do such act or thing or disallow the act or thing, as the case may be, and the General Manager shall comply with such direction or disallowance.

First Schedule.

(3) Subject to this Act, the General Manager shall have and exercise the powers and functions and discharge the duties set forth in the First Schedule, in addition to those powers and functions and duties specifically assigned to him by this Act.

(4) Any transport, lease, assignment, transfer, agreement, cheque, bill of exchange, order for the payment of money, or other document or instrument, requiring to be executed on behalf of the Department, shall be duly executed on behalf of the Department if signed—

(a) by the General Manager on behalf of the Department;

(b) by a person or persons authorised by the General Manager so to sign.

Establishment
and powers of
Advisory
Council.

5. There shall be established an Advisory Council (hereinafter in this Act referred to as "the Council"), and the powers, duties and functions of the Council shall be—

[26 of 1946
27 of 1953]

- (a) to advise the Minister with reference to the estimates of revenue and expenditure of the Department, the declaration of pilotage districts, and the making of regulations;
- (b) to advise the Minister on any aspect of the policy of the Department which in the opinion of the Council requires attention;
- (c) to advise the Minister on any question as to the policy of the Department, where the Minister submits such question to the Council for its opinion;
- (d) to advise the Minister on any question as to policy in relation to the railway, the Government vessels, the harbours or pilotage, where the Minister refers any such question to the Council.

Appointment
and
constitution of
Advisory
Council.
[26 of 1946
16 of 1970]

6. (1) The Council shall consist of seven members.

(2) The members of the Council shall be the General Manager, who shall be Vice-Chairman, and six other persons appointed by the Minister.

(3) Subject to the provisions of this section every appointed member of the Council shall hold office for any period not exceeding two years, and shall be eligible for re-appointment.

(4) At any meeting of the Council three members, including the presiding member shall form a quorum.

(5) Any appointed member who—

LAWS OF GUYANA

12

Cap. 49:04

Transport and Harbours

- (a) by writing addressed to the Minister resigns from the Council; or
- (b) departs from Guyana without leave of the Minister; or
- (c) remains out of Guyana after the expiration of his leave; or
- (d) fails without reasonable excuse (the sufficiency of which shall be determined by the Minister) to attend four consecutive meetings of the Council,

shall cease to be a member of the Council.

(6) Notice of every appointment, of every revocation of appointment, and of every cesser of membership, shall be published in the *Gazette*.

(7) The Council shall cause minutes to be kept of its proceedings.

7. The General Manager shall on or before the 15th June in each year submit to the Minister the estimates of revenue and expenditure and of net deficiency or surplus of the Department for the ensuing year. The Minister may alter or amend such estimates, and those sanctioned by the Minister shall be the authorised estimates for the ensuing year, and the General Manager may, subject to this Act, levy, collect and receive the revenues therein stated and may appropriate the same for defraying the expenditure of the Department for which provision has been made in the authorised estimates:

Provided that with regard to the dues, fees and charges mentioned in Part III, the General Manager, with the previous

Estimates of
Department to
be approved by
Minister.
[19 of 1935
26 of 1946]

General
Manager
authorised to
appropriate
revenues.

sanction of the National Assembly, may at any time, fix, levy and collect such dues, fees or charges other than those contained in the estimates as he may deem necessary for the purpose of this Act.

Interest and sinking fund charges to be provided in annual estimates and paid to Accountant General.
[25 of 1932
26 of 1946]

8. The annual estimates of the Department shall include provision for such amount as the Accountant General may certify to be due and payable for interest and sinking fund charges on sums expended by the Government on capital account of the railway, the Government vessels and the harbours and for interest on sums advanced to the Department from time to time on current account and the General Manager shall pay such amount to the Accountant General from the revenues of the Department.

Net deficiency to be provided by Parliament.
[25 of 1932
26 of 1946]

9. The net deficiency of the Department for any year after providing for the amount payable to the Accountant General in respect of interest and sinking fund charges shall be met from moneys provided by Parliament:

Provided that any surplus shall on the direction of the Minister be paid by the General Manager to the Accountant General for credit of the Consolidated Fund.

Certain officers eligible for pension from public funds.
[25 of 1932]

10. Notwithstanding anything to the contrary contained in any Act, and notwithstanding any omission, irregularity or informality in any annual estimate, any person appointed to any of the offices named in the Second Schedule in the Department or, prior to the establishment of the Department, in the Colonial Steamer Service, the Colonial Transport Department or the Harbours and Pilotage Department, is a public officer on the permanent pensionable establishment of the Government of Guyana entitled to a pension from public funds in respect of such service and the Act or Acts from time to time in force providing for pensions to public officers shall apply to such persons:

Provided that the Minister with the approval of the

National Assembly may add any other offices to the said Schedule.

Pensions to be provided in annual estimates and paid to Accountant General. Second Schedule. [25 of 1932 26 of 1946]

11. The annual estimates of the Department shall include provision for such amounts as the Accountant General may certify to be due and payable in respect of the pension or any portion thereof of any person who has served in any of the offices named in the Second Schedule or added thereto by the Minister in respect of such service, and the General Manager shall pay such amount to the Accountant General from the revenues of the Department:

Provided that no amount shall be payable by the General Manager in respect of the pension of any officer with respect to his service in the Harbours and Pilotage Department.

c. 27:10 and 27:08 to apply in certain cases. Second Schedule. [25 of 1932 26 of 1946]

12. The Public Officers (Insurance) Act and the Dependents' Pension Act shall apply to any officer of the Department appointed to any of the offices named in the Second Schedule or added thereto by the Minister and the General Manager shall make the prescribed deductions from the salaries of the officers concerned and shall pay the amount thereof to the Accountant General.

PART II

THE RAILWAY AND GOVERNMENT VESSELS

Rights and powers of Company vested in the Minister.

13. From and after the 31st December, 1921, all the rights, powers, privileges and capacities which the Company, its chairman, directors, manager, officers or servants have theretofore possessed and enjoyed by virtue of any Act for carrying on and regulating and maintaining the railway and the business of the Company are hereby transferred to and vested in the Minister who may do all acts in relation to the railway and the property thereof, and carry on all the business of the railway in as full and ample a manner as the Company might have done.

Management of
railway and
Government
vessels.
[26 of 1946]

14. (1) The General Manager shall manage the railway, and shall possess all the rights and privileges for carrying on the railway vested in the Minister:

Provided that in all matters where the Company required the sanction of any Government authority, the Minister may do whatever such Government authority might have sanctioned under any Act relating to the Company.

(2) The General Manager shall manage the Government vessels and shall have all rights and privileges and shall have power to do all acts and things as may be necessary to carry on such services of Government vessels as may be established from time to time.

Conditions of
carriage of
merchandise.

15. (1) With regard to the tariff of tolls which may be lawfully demanded for carriage on the railway and Government vessels the Minister may from time to time make, alter, and amend —

- (a) the terms and conditions (hereinafter called "carrier's risk conditions") on and subject to which merchandise other than livestock, and livestock will respectively be carried if carried at ordinary rates;
- (b) the terms and conditions (hereinafter called "owner's risk conditions") on and subject to which merchandise other than livestock, and livestock will respectively be carried if carried at owner's risk rates;
- (c) the terms and conditions on and subject to which damageable goods not properly protected by packing will be carried.

(2) Any terms and conditions made, altered or amended in pursuance of this section shall be published twice in the *Gazette* and one newspaper at an interval not exceeding one week, and shall state the date of their coming into operation which shall not be earlier than one month from the date of the last publication.

Carrier's risk conditions.

16. (1) On and after the date stated for their coming into operation the terms and conditions upon and subject to which merchandise is apart from special contract to be carried by the railway and Government vessels shall be carrier's risk conditions, and those conditions shall apply without any special contract in writing to the carriage of merchandise at ordinary rates:

Provided that, in any case where an owner's risk rate is in operation and the Department has been requested in writing to carry at that rate, the terms and conditions upon and subject to which the merchandise shall be carried shall be owner's risk conditions.

(2) The terms and conditions upon and subject to which damageable goods not properly protected by packing (if accepted by the Department for carriage) shall be carried on the railway and Government vessels shall be the conditions made as aforesaid, but the Department shall not be under any obligation to carry damageable goods not properly protected by packing.

(3) Nothing in this Part shall preclude the Department and any person from agreeing in writing to any terms and conditions they think fit for the carriage of merchandise, livestock or damageable goods not properly protected by packing, or damageable goods.

Dangerous goods.

17. (1) Nothing contained in this Part shall impose any obligation on the Department to accept dangerous goods for conveyance, or shall prejudice or derogate from the powers of

c. 16:06

the Minister, or of any Government Department, under the Explosives Act, or affect the validity or operation of any order in council, order, rule, or regulation, made under the powers contained in that Act.

(2) If after the date of the coming into operation of the conditions of carriage of merchandise the Department accepts dangerous goods for conveyance, the goods shall be conveyed, subject to such by-laws, regulations and conditions which the Department with the approval of the Minister thinks fit to make in regard to the conveyance or storage thereof, and the owner or consignor of such goods shall indemnify the Department from and against any loss and damage resulting to the Department or for which the Department is or becomes liable owing to non-compliance with the before-mentioned by-laws, regulations and conditions as to those goods and will pay full compensation for all injury to the Department's servants and damage to their property so arising unless it is proved that the injury or damage is due to the wilful misconduct of the Department's servants, but, subject as aforesaid, the provisions as to ordinary rates and owner's risk rates shall apply.

(3) Any question as to whether goods are dangerous goods shall be determined by the Department.

Tariff for
carriage of
passengers.

18. (1) The Minister may from time to time make, alter, and amend the tariff of tolls that may be lawfully demanded for the carriage of passengers on the railway or Government vessels or both.

(2) Any tariff so made, altered, or amended shall be published in the same manner as prescribed by section 16 with reference to terms and conditions.

Power to alter
or amend the
tariff of tolls.
[17 of 1962]

19. Notwithstanding anything to the contrary contained in this Act, the General Manager, with the approval of the Minister, may enter into a contract for the carriage of

passengers or merchandise at a rate less than the appropriate rate specified in the tariff of tolls.

Cessation of obligation on company to construct fence or gate on railway.

20. No obligation imposed by any Act on the Company to construct or maintain any fence or gate on the railway or on any part thereof shall be construed as existing after the 30th May, 1925, and any such obligation of the kind shall be deemed to have ceased and determined from that date and from that date no action, suit or proceeding whatsoever shall lie against the Department for any person for any damage or injury whatever in consequence of defect in any fence or gate aforesaid or of failure to construct or maintain any fence or gate.

Trespass on railway.
[6 of 1997]

21. Any person who without lawful authority, the proof whereof shall be upon him, is or passes upon the railway except for the purpose of crossing it at any authorised crossing, shall be liable to a fine of four thousand eight hundred and seventy-five dollars.

Suits by or against Department.

22. (1) All actions and suits relating to contractual rights and liabilities in respect of loss or damage occurring upon the railway and Government vessels in respect of any matter or thing done or omitted upon the railway and such vessels or otherwise in connection with the business of the railway and such vessels, which, if the railway and such vessels were the property of any company, firm, or person carrying on the business of a carrier in Guyana, might under the law of Guyana be brought by or against such company, firm, or person, may be brought by or against the Department.

(2) In any action or suit to be brought by or against the Department in pursuance of this Part it shall be sufficient to describe it as the Transport and Harbours Department.

Notice of actions and limitation.

23. (1) No action or suit shall be commenced against the Department for anything done in pursuance or execution

or intended execution of this Part until the expiration of one month after notice in writing has been served on the Department stating the cause of the action or suit, the name and address of the person bringing it and the name and address of his legal practitioner.

(2) Every such action or suit shall be commenced within six months after the thing done or omitted and not otherwise.

PART III
HARBOURS AND PILOTAGE

Dues, fees and other moneys payable to the Department

Revenue of the
Department.
[24 of 1951]

24. (1) Subject to this Act, there shall be levied, imposed, collected, and paid, as part of the revenue of the Department—

Third Schedule.

- (a) the tonnage dues specified in paragraph I of the Third Schedule;
- (b) the light dues specified in paragraph II of the Third Schedule;
- (c) the shipping fees specified in paragraph III of the Third Schedule;
- (d) all moneys and fees payable and received under the River Navigation Act by the Department or by any officer thereof;
- (e) all fees payable, under the Shipping Casualties (Investigation and Prevention) Act, to inspectors of shipping and surveyors of ships;

c. 50:01

c. 49:07

LAWS OF GUYANA

20

Cap. 49:04

Transport and Harbours

- (f) all fees, dues or other moneys payable to the Department under any regulations made under this Act, or under any regulations continued in force under the authority of section 53.

(2) The National Assembly may, by resolution published in the *Gazette*, from time to time increase the tonnage dues, the light dues and the shipping fees payable under this Act and specified in the Third Schedule.

Tonnage dues.
[24 of 1951
25 of 1977]

25. (1) Subject to this Act, tonnage dues under section 24 shall be levied, charged and collected on the net register tonnage of every vessel which enters or leaves a port of Guyana:

Provided that dues in respect of a vessel which enters or leaves port in ballast shall be levied, charged and collected on one-half of the net register tonnage of that vessel.

(2) Where the net register tonnage or one-half of the net register tonnage of a vessel is not a whole number of tons, such tonnage shall be deemed, for the purposes of this section, to be the next whole number greater than the actual number of tons.

(3) Tonnage dues shall not be levied, charged or collected in relation to—

- (a) any coasting vessel;
- (b) any vessel the property of or chartered by the Government of Guyana, of any Commonwealth country or of any foreign state recognised by the Government of Guyana, and not employed in the

carriage of merchandise or freight;

- (c) any vessel employed on any work of public utility, and in relation to which the Minister considers that tonnage dues should not be charged;
 - (d) any vessel which is, in the opinion of the General Manager, a yacht used for pleasure and not in any trade or business;
 - (e) any vessel which enters a port solely for the purpose—
 - (i) of obtaining fuel, stores or provisions for use on board such vessel; or
 - (ii) of effecting repairs;
- or which, having entered as aforesaid, departs therefrom having carried out only the respective purpose; and
- (f) any vessel which enters or departs from more than one port of Guyana on the same voyage, and in respect of which tonnage dues have been paid at the first port of entry or departure respectively.

Default of dues
payment.
[25 of 1977]

26. (1) Where the light, pilotage or tonnage dues payable in respect of a vessel are not paid, the vessel, together with anything belonging to, or on board, the vessel may be detained by any officer of the Department, any officer of customs, or any other person duly authorised in writing by the General Manager, until the amount due has been paid.

(2) If the amount due is not paid within fourteen days after the detention of the vessel, such officer or authorised person may, without prejudice to any other method of recovery provided under this Act or in any other law, during the continuance of the non-payment—

- (a) cause the vessel, together with anything belonging to, or on board, the vessel to be sold at public auction or by private treaty;
- (b) apply the proceeds in payment of the dues due together with all reasonable expenses incurred by him under this section; and
- (c) pay the surplus (if any), on demand to the owner, charterer or master of the vessel:

Provided that where the person in default of payment is not the owner of the vessel detained, no sale shall be effected earlier than one month after written notification of the proposed sale has been given to either the owner, charterer or master of the vessel.

27. [Repealed by Act No. 25 of 1977]

28. [Repealed by Act No. 25 of 1977]

Light dues.
[24 of 1951
25 of 1977]

29. (1) Subject to this Act, light dues shall be paid upon every vessel which enters any port of Guyana from the sea.

(2) The master, owner or agent of every vessel entering any port of Guyana from the sea shall, as soon as possible after the arrival of the vessel in port and before clearance for departure is granted in respect thereof by the

proper officer of the Department of Customs and Excise, pay to the Department the amount of the light dues.

(3) The following vessels shall be exempt from payment of light dues under this Act—

- (a) any vessel under ten tons burthen;
- (b) any vessel belonging to or chartered by the Government of Guyana, or of any Commonwealth country or of any foreign state recognised by the Government of Guyana and not employed in the carriage of merchandise or freight.

Shipping fees.
[24 of 1951
7 of 1998]
c. 49:01

30. (1) Subject to the provisions of this Act, shipping fees shall be paid upon all engagements or discharges of seamen effected under the applied Act entitled the Guyana Shipping Act, or any Act amending the same, before a superintendent at any port.

(2) The superintendent may refuse to proceed with any such engagement or discharge unless the shipping fees payable thereon are first paid.

(3) For the purposes of this section the harbour master, and any deputy harbour master, shall each be deemed to be a superintendent within the meaning of the said Guyana Shipping Act.

Collection of moneys and their expenditure.
[26 of 1946]

31. The General Manager may by order direct from time to time in what manner the dues, fees, and moneys specified in section 24 shall be collected, but until any direction is given they shall be collected as in that section mentioned and deposited in a bank to the account of the Department, and may be paid thereout from time to time on the cheques of the Department.

LAWS OF GUYANA

24

Cap. 49:04

Transport and Harbours

THE HARBOUR MASTER

Appointment
of harbour
master and
deputy harbour
master.

[26 of 1946]

32. (1) There shall be a harbour master for Guyana and such deputy harbour masters as the General Manager may recommend.

(2) A deputy harbour master shall in the absence of the harbour master be vested with and may exercise the powers of the harbour master.

Powers and
duties of
harbour
master.

33. The powers and duties of the harbour master shall be exercised subject to the general direction and supervision of the General Manager.

PILOTAGE

Compulsory
pilotage and
pilotage
districts.

[39 of 1947]
25 of 1977]
Fourth
Schedule.

34. (1) In every pilotage district pilotage by a licensed pilot shall be compulsory except in the cases set out in the Fourth Schedule.

(2) The following shall be pilotage districts under this Act –

- (a) the harbour of Georgetown;
- (b) that portion of the sea bounded by a line drawn from Plantation Chateau Margot Chimney Demerara to the Demerara pilot station and thence to Plantation Anna Regina Chimney Essequibo and the mainland between these points;
- (c) the Essequibo and Mazaruni Rivers as far as Kartabo Point;
- (d) the harbour of New Amsterdam.

(3) The General Manager may, with the approval

of the Minister, make regulations—

- (i) declaring any area to be a pilotage district for the purposes of this Act;
- (ii) declaring that any pilotage district specified in subsection (2) (b) (c) and (d) shall cease to be a pilotage district for the purposes of this Act;
- (iii) varying the limits of any pilotage district under subsection (2).

Pilotage
Exemption
Certificate.
[25 of 1977]

34A. (1) The master or chief officer of a vessel which is based in Guyana or registered in any of the Community States may apply in writing to the Harbour Master for a certificate exempting him from the requirements of section 34(1).

(2) With the approval of the General Manager, the Harbour Master may, if satisfied that such applicant is—

- (a) conversant with local navigational conditions and requirements; and
- (b) competent to pilot the vessel under his command through the buoyed channel of the pilotage district for which he has applied,

grant exemption from the provisions of section 34(1) by issuing to the applicant a Pilotage Exemption Certificate (hereinafter referred to as the "Certificate").

(3) A Certificate shall be in a form to be determined by the General Manager and shall contain (in addition to any other particulars which may be determined)

LAWS OF GUYANA

26

Cap. 49:04

Transport and Harbours

the name of the person to whom the Certificate is granted, the name of the ship or ships in respect of which it is granted, the limits of the district in respect of which it is granted, and the date on which it was granted.

(4) A Certificate shall not be in force for more than a year from the date on which it is granted but may be renewed annually upon payment of the prescribed fee.

The pilotage service.
[26 of 1946]

Cap. 119
1929 Ed.

35. (1) The Department shall continue to maintain a pilotage service.

(2) No person shall be employed as a pilot in the pilotage service unless he holds a licence under the Pilotage Ordinance, 1905, the Harbours and Pilotage Ordinance, or this Act.

(3) No person who was licensed as a pilot before the commencement of compulsory pilotage shall pilot any vessel unless he joins the pilotage service.

(4) A pilot's licence shall not be granted to a person who is not a Commonwealth citizen.

(5) A pilot's licence shall be in such form as the General Manager may from time to time prescribe.

Circumstances
in which pilot
may leave
pilotage
service.

36. (1) No pilot may quit the pilotage service unless he has—

- (a) been dismissed by the General Manager with the approval of the Minister; or
- (b) obtained the consent thereto of the General Manager; or
- (c) given to the General Manager one

month's notice in writing in that behalf.

(2) A pilot continuously absent without leave for fourteen days or more shall be deemed to have quitted the service, unless his absence has been occasioned by circumstances beyond his control, and of that the Minister shall be the sole judge.

(3) A pilot who has quitted the service contrary to subsection (1) shall forfeit all rights to any moneys or wages then due to him and shall not be entitled to any pension whatsoever.

Liability of
owner or
master in the
case of a vessel
under pilotage.
[16 of 1941]

37. The owner or master of a vessel navigating under circumstances in which pilotage is compulsory shall be answerable for any loss or damage caused by the vessel or by any fault of the navigation of the vessel in the same manner as he would if pilotage were not compulsory.

RECOVERY OF PILOTAGE DUES

Persons liable
for the
payment of
pilotage dues.
[39 of 1947]

38. The following persons shall be liable to pay pilotage dues for any vessel which enters a pilotage district, or any vessel for which the services of a licensed pilot are obtained –

- (a) the owner or master;
- (b) as to pilotage inwards, those consignees or agents who have paid or made themselves liable to pay any other charge on account of the vessel in the port of her arrival or discharge;
- (c) as to pilotage outwards, those consignees or agents who have paid or made themselves liable to pay any

Recovery of
dues paid by
consignee or
agent.

Employment of
unqualified
pilot.
[6 of 1997]

Taking pilot
beyond his
district without
his consent.
[26 of 1946
4 of 1972
6 of 1997]

other charge on account of the vessel
in the port of her departure.

39. Every consignee or agent (not being the owner or master) who is hereby made liable for the payment of pilotage dues in respect of any vessel may retain, out of any money in his hands received on account of the vessel or belonging to the owner thereof, the amount of all dues so paid by him, together with any reasonable expenses incurred by him by reason of that payment or liability.

40. (1) Any master who employs a person other than a licensed pilot to pilot his vessel without having taken reasonable steps (the proof whereof shall lie on him) to obtain a licensed pilot, shall be liable to a fine of forty-eight thousand seven hundred and fifty dollars.

(2) If anyone other than a master, or a seaman who is *bona fide* one of the crew of the vessel, is on the bridge of the vessel, or is in any other position (whether on board the vessel or elsewhere) from which the vessel is navigated, that person shall, for the purpose of this section be deemed to be piloting the vessel unless the contrary is proved.

41. (1) A master of a vessel shall not, except in circumstances of unavoidable necessity (the proof whereof shall lie on him), take a pilot without his consent beyond the district for which he is licensed, or beyond the point up to which he has been engaged, and if a master acts in contravention of this section he shall be liable to a fine of nineteen thousand five hundred dollars.

(2) When a pilot is taken beyond the district for which he is licensed, or beyond the point for which he has been engaged to pilot the vessel either without his consent or in circumstances of unavoidable necessity, he shall be entitled to maintenance and there shall also be paid to the Department the sum of one thousand three hundred dollars *per diem*,

recoverable in the same manner as pilotage dues.

(3) The sum to be paid shall be computed from and inclusive of the day in which the vessel passes beyond the district for which the pilot is licensed, or beyond the point up to which the pilot was engaged and up to and inclusive of either the day of his being returned in the vessel to the place where he was taken on board, or, if he is discharged from the vessel at a distance from that place, then that day which will allow him sufficient time to return thereto, and in the last mentioned case he shall be entitled to his reasonable travelling expenses.

PROTECTION OF HARBOURS

Illegal removal
of soil from
harbour.
[26 of 1946
6 of 1997]

42. Every person who digs, takes, or removes for any purpose whatsoever any caddy, shell, sand or any other soil from any harbour, without permission of the General Manager shall be liable to a fine of nine thousand seven hundred and fifty dollars and every tool, vessel, receptacle, or vehicle, employed in any manner in the removal, may be seized by any member of the police force, officer of customs, or by any person employed by the Department, and may in the discretion of the magistrate be sold, and the proceeds thereof after deduction of all expenses incurred shall be paid to the Accountant General for the public use.

Drainage into
harbour.
[26 of 1946]

43. No drainage, channels, or canals, may be made to discharge into a harbour, nor may any alterations be made to existing drainage, channels, or canals already so discharging, without the permission in writing of the General Manager.

Use of fishing
apparatus at or
near wharf.
[26 of 1946
6 of 1997]

44. Every person who makes fast or uses a fishing net, line, seine, or other similar thing, near any stelling within a harbour shall be liable to a fine of three thousand nine hundred dollars, and the net, line, seine, or other similar thing, may be seized and destroyed by any member of the police force, officer of customs, or any person employed by

the Department and authorised in that behalf by the General Manager whether or not the owner is charged.

Contravention
of provisions of
Act or
regulations.
[26 of 1946]

45. (1) When any person does an act in contravention of this Part or the regulations, the General Manager may take such action as will in his opinion nullify the act.

(2) When any person refuses or neglects to do any act required by this Part or the regulations, the General Manager may have that act done.

(3) Any expenses incurred by the General Manager in carrying out or attempting to carry out the provisions of this section shall be recoverable from the person in addition to any penalty which may be awarded against him.

Fraudulent
alteration of
marks on stem
and stern of
vessel.
[6 of 1997]

46. If the master of a vessel or any other person interested in the vessel, makes, or is privy to the making of any fraudulent alteration in the marks on the stem or stern posts of the vessel denoting the draught of water, he shall be liable to a fine of forty-eight thousand seven hundred and fifty dollars.

MISCELLANEOUS

Government
and
Department not
liable for
default of
General
Manager.

Claims for
injuries to
vessel.
[7 of 1998]

47. Neither the Government nor the Department shall be liable under this Part for any damage occasioned through the fault or negligence of the General Manager or any person employed in the pilotage service.

48. All claims for injuries to a vessel founded upon the negligence or misconduct of the master of another vessel shall be triable, provided they do not exceed one hundred dollars, either in the magisterial district where the cause of action arose, or in the Georgetown magisterial district, and in either case the adjudicating magistrate, in the event of conflicting testimony on any technical point, may associate the harbour

49:01 master or failing him a duly certificated master under the Guyana Shipping Act, with himself for advice thereon.

**PART IV
GENERAL**

Regulations.
[22 of 1936
26 of 1946
39 of 1947
24 of 1951
27 of 1965
4 of 1972
6 of 1997]

49. (1) The Minister may make regulations and prescribe forms for carrying into effect the purposes of this Act.

(2) Subject to subsection (1), the General Manager may, with the approval of the Minister who may make any alterations or amendments he thinks fit, make regulations in respect of the following matters:

- (a) the duties to be performed by the harbour master;
- (b) the mooring of vessels in the harbour;
- (c) the landing of passengers from vessels;
- (d) communication from shore with vessels arriving with immigrants;
- (e) the marking of load-lines on vessels;
- (f) the dealing with articles found in pilotage districts and the disposal thereof;
- (g) the sanitary conditions of the harbours;
- (h) the prevention of encroachment in the harbours;
- (i) the removal of obstructions to

navigation in pilotage districts;

- (j) the regulation of traffic in the harbours for securing the safety of vessels and the prevention of accidents;
- (k) the beaching of boats in the harbours;
- (l) the erection, extension, alteration, and numbering of, and addition to, stellings and wharves;
- (m) the appointment of a committee of examiners to deal with applications for pilots' licences and the remuneration of the examiners;
- (n) the qualifications required for entering the pilotage service;
- (o) the pilotage dues or fees payable to the Department for pilotage service, and the pilotage dues payable to the Department for any vessel which enters a pilotage district, whether or not a pilot is actually employed by such vessel;
- (p) the fees payable to the Department for certificates and licences issued under the regulations;
- (q) the instruction of pilot apprentices, and of boatmen employed by the Department, by the harbour master;
- (r) the registering of pilots and

apprentices;

- (s) the granting of pensions and gratuities to employees of the Department other than those on the permanent establishment of Guyana;
- (t) the control, improvement, lighting, or regulation of labour, of the harbours of Guyana and the proper maintenance of the pilotage service;
- (u) the routes upon which road transport services shall be run, the fares and freight to be paid in respect of passengers and goods carried thereby, and generally for the working and management of such services;
- (v) the holding of examinations for certificates of competency for masters, mates and engineers of home trade ships, and the appointment and remuneration of a board of examiners;
- (w) the general administration and management of the railway and shipping services carried on by Government within Guyana and the use by the public of such services.

(3) In subsection (2)—, “home trade ship” includes every ship plying within the limits of thirty-two degrees north latitude and forty degrees south latitude and thirty degrees west longitude and one hundred degrees west longitude but does not include a coasting vessel of less than twenty tons gross tonnage except that service performed in a coasting vessel of less than twenty tons gross tonnage shall

rate as two-thirds for the purpose of counting sea service.

(4) There may be annexed to any regulation a penalty not exceeding forty-eight thousand seven hundred and fifty dollars.

Signature of
General
Manager *prima
facie* evidence
of correctness
of account.

50. (1) The signature of the General Manager to any document containing a statement of the amount due to the Department under the provisions of this Act shall without proof of signature, or of any other matter or thing, be held and be deemed to be in all courts and by all judges and magistrates *prima facie* evidence of the amount claimed being due and correct.

(2) Any amounts due for revenue under section 24 or for pilotage dues under section 38 or under section 41 may be recovered by process of parate execution.

Penalties.
[6 of 1997]

51. Where any person acts in contravention of any of the provisions of this Act for the breach of which no penalty is provided he shall be liable to a fine of nine thousand seven hundred and fifty dollars.

Penalties
recoverable
under the
Summary
Jurisdiction
Acts.

52. All penalties under this Act shall be enforceable and recoverable under the Summary Jurisdiction Acts.

Exemption
from personal
responsibility.

53. The members of the Advisory Council, the General Manager and all persons employed by the Department shall be exempt from personal responsibility for any act or thing done under the provisions and powers of this Act; and all damages and costs which may be recovered against the Department in any action or suit for acts so done shall be paid out of the revenue of the Department.

Savings.
c. 262
1929 Ed.

54. Notwithstanding the repeal of the Railways Purchase Ordinance and the Harbour and Pilotage ordinance,

c. 119
1929 Ed.

any order in council, rule, order or regulation made, direction given or thing done under those Ordinances, or deemed to have been made, given or done respectively under those Ordinances, shall continue in force, and, so far as it would have been made or given under this Act, shall have effect as if made or given under this Act.

s. 4
[26 of 1946]

FIRST SCHEDULE
ADDITIONAL POWERS, DUTIES AND FUNCTIONS OF
THE GENERAL MANAGER

1. Subject to such departmental orders as may from time to time be made by the Minister—

- (a) to appoint persons as employees of the Department to posts which are not on the permanent pensionable establishment of Guyana, and to dismiss persons so appointed;
- (b) to grant vacation leave, sick leave, casual leave and accident leave to persons employed by the Department who are not on the permanent pensionable establishment of Guyana;
- (c) to make advances to persons employed by the Department who are not on the permanent pensionable establishment of Guyana.

2. Any other power, function and duty which may from time to time be assigned by the Minister to the General Manager by notice published in the *Gazette*.

LAWS OF GUYANA

36

Cap. 49:04

Transport and Harbours

ss. 10, 11 and
12.
[25 of 1932
4 of 1972]

SECOND SCHEDULE OFFICERS ELIGIBLE FOR PENSIONS

General Manager—formerly Managing Director
Traffic Manager
Chief Mechanical Engineer—formerly Superintendent
Engineer
Engineer, Ways & Works
Harbour Master
Marine Superintendent
Marine Engineer
Superintendent of Surveys—formerly Harbour Surveyor
Mechanical Engineer (Railways)
Mechanical Engineer (Marine)
Assistant Civil Engineer
Chief Accountant
Chief Pilot
Executive Officer and Shipping Master
Pilots
Senior Hydrographic Surveyor
Hydrographic Surveyor

s. 24
[24 of 1951
H. of A. Res.
VII of 1964
25 of 1977
Res. 6 of 1982
6 of 1997]

THIRD SCHEDULE

DUES AND FEES

I. TONNAGE DUES—

All vessels \$55 per ton

II. LIGHT DUES—

All vessels \$55 per ton.

III. SHIPPING FEES—

(1) Upon the engagement of any seaman \$65

(2) Upon the discharge of any seaman \$65

s. 32
[25 of 1977]

FOURTH SCHEDULE

NON-COMPULSORY PILOTAGE

- (a) Any vessel of 1,250 tons gross or less which is registered in, and engaged in the coasting trade of, Guyana;
- (b) any vessel of more than 50 tons but less than 1,500 tons gross which is registered in Guyana and engaged in the carriage of cargo to and from ports of the Community States; and
- (c) any vessel of 1,500 tons or less which is registered outside Guyana:

Provided that the master or chief officer of such vessel is in possession of a valid Certificate.

SUBSIDIARY LEGISLATION

Reg. 23/1/1924

**GOVERNMENT RAILWAY AND STEAMER
SERVICES RULES**

made under section 18 (1)

Citation.

1. These Rules may be cited as the Government Railway and Steamer Services Rules.

Interpretation.

2. In these Rules—

“government steamer” include all vessels owned and worked by the Department;

“railway premises” includes all land owned by the Transport and Harbours Department (hereinafter referred to as “the Department”);

“railway train” include all trains and locomotives worked by the Department; and

“stelling” includes a wharf.

Offences.

3. Every person who—

(1) fails to provide himself with a proper ticket before going on board any Government 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 show 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 Government 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 Government 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 Government 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 Government steamer after the stage or gangway is removed, or when the steamer is in motion; or

LAWS OF GUYANA

40

Cap. 49:04

Transport and Harbours

[Subsidiary]

Government Railway and Steamer Services Rules

(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 Government steamer, arriving at any stelling at which the government steamers stop, or any 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 Government 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 Government 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 Government 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 a 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 Government 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 Government steamer or on any stelling at which Government 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 Government 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 Government steamer or any railway train, in such part thereof as such authorised person may direct; or

(18) wilfully damages or defaces any property of the Department on board of any Government steamer, or any stelling, at which government 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 Government 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 Government steamer while

LAWS OF GUYANA

42

Cap. 49:04

Transport and Harbours

[Subsidiary]

Government Railway and Steamer Services Rules

approaching or leaving a stelling at which Government 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 Government 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 Government 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.

Person with infectious diseases.

4. 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 Government 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 Government 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

[Subsidiary]

Government Railway and Steamer Services Rules

travel on the Government 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.

Drivers of
carriages etc.

5. 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.

Trespassing.

6. 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, stellings, or any premises connected with such railway and steamers, he shall be subject to a penalty under these Rules.

Persons in
charge of cattle.

7. 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 detrain any cattle to or from any Government steamer or railway train or from or to any stelling or station at which Government 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.

Persons in
charge of
horses etc., and

8. Every person who—

LAWS OF GUYANA

44

Cap. 49:04

Transport and Harbours

[Subsidiary]

Government Railway and Steamer Services Rules

vehicles

- (a) being the owner or person in charge of any horse, horses etc., donkey, mule or vehicle for conveyance by any Government 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 Government 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
- (b) 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.

Penalty.

9. Every person who is guilty of an offence against these Rules shall be liable on summary conviction to a fine of one hundred and fifty 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

1. Citation.
2. Interpretation.

ARRIVAL OF VESSELS

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

CONTROL, MOORING, ETC., OF VESSELS AFTER ARRIVAL

5. Mooring limits.
6. Manner of mooring when alongside stellings, and penalty for breach.
- 7-8. Rules as to rig of vessels in harbour, etc.
9. Vessels discharging or loading at public stellings.
10. (1) Power to the Harbour Master to order vessel to move when necessary.
(2) Penalty for failure to move.
11. Vessel leaving anchor and or chain at moorings to buoy the same.
12. (1) Preparation of pitch, tar, etc., for vessel.
(2) Vessels working spirits, etc., to use electric light.
13. Regulations as to vessels on fire in harbour.
14. Providing of punt, etc., with proper grapnels and chains.
15. Provisions as to vessel sunk or aground in harbour.
16. Dealing with boat adrift, etc.
17. Mode of dealing with article found adrift.
18. Throwing overboard ballast, carcass or other injurious matter.
19. Extension, etc., of stellings.

LAWS OF GUYANA

46

Cap. 49:04

Transport and Harbours

[Subsidiary]

Harbour and Pilotage Regulations

REGULATION

20. Sawdust, refuse, etc., not to be deposited in harbour without permission.
21. Obstruction of public stelling by timber, etc.
22. Penalty for impeding free movements of vessels in harbour.
23. Vessels proceeding across river to keep out of way of vessels plying up and down river.
24. Place of office and general duties of the Harbour Master.
25. Marking of Government craft.

PILOTS, APPRENTICES AND LIGHTHOUSES

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

REGULATION

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

SURVEYS, ETC.

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

LEGAL AND OTHER PROCEEDINGS

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

SCHEDULE—Fees and Dues for the Pilotage of Vessels.

Reg. 31/12/1924

21/4/1925

16/12/1929

22/1/1934

27/1948

16/1950

15/1952

19/1953

7/1963

19/1965

4 of 1972

10/1984

1/1997

HARBOURS AND PILOTAGE REGULATIONS

made under section 28

LAWS OF GUYANA

48 Cap. 49:04

Transport and Harbours

[Subsidiary]

Harbour and Pilotage Regulations

Citation.

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

Interpretation.

[Reg. 27/1948
19/1965]

2. In these Regulations—

“Collisions Regulations” means the Collision Regulations made on the 13th October, 1910 ;

c. 49:04

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

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

“General Manager” means the General Manager of the Department;

Cap. 148
1953 Ed.

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

ARRIVAL OF VESSELS

Arrival of
vessels.

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

Master to
answer all
questions put
to him by

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

visiting officer.

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

CONTROL, MOORING, ETC., OF VESSELS AFTER ARRIVAL

Mooring limits.

[Reg. 22/1/1934]

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

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

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

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

[Reg. 22/1/1934]

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

LAWS OF GUYANA

50 Cap. 49:04

Transport and Harbours

[Subsidiary]

Harbour and Pilotage Regulations

in a northerly and southerly direction parallel with the shore.

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

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

Rules as to rig
of vessels in
harbour, etc.

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

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 underway or when necessary to keep such vessel moored in a harbour or alongside any stelling and if such anchor or rope is in such a position as to interfere with navigation the same shall be properly lighted from half an hour after sunset to half an hour before sunrise. Such anchor and rope shall not be left out longer than is necessary.

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

Vessels
discharging or
loading at

9. Cargo shall not be put ashore at nor taken from a public stelling except by means of small boats or from small

public stellings. craft which must land or take their cargo without delay.

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

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

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

Penalty for
failure to move.

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

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

Vessel leaving
anchor and or
chain at
moorings to

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

LAWS OF GUYANA

52 **Cap. 49:04**

Transport and Harbours

[Subsidiary]

Harbour and Pilotage Regulations

buoy the same.

owner or master to cause them to be properly buoyed before her departure or within two hours thereof and they shall be taken up and removed from the bed of the river within forty-eight hours thereof failing which, the owner or master shall be liable to a fine of not less than thirty or more than seventy-five dollars for every twenty-four hours they so remain after the expiration of the time specified for their removal.

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

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

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

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

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

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

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

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

[Subsidiary]

Harbours and Pilotage Regulations

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 paragraph (1) shall be liable to a fine of seven hundred and fifty 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 grapnels and 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 fine of not less than fifteen dollars and not exceeding seventy-five dollars.

Provisions as to
vessel sunk or
aground in
harbour.

[Reg. 6/12/1929]

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

(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.

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

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

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

[Subsidiary]

Harbours and Pilotage Regulations

Dealing with
boat adrift, etc.

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

Mode of
dealing with
article found
adrift.
[46 of 1949]

17. (1) On receiving from any person any boat, craft, package, anchor, or cable mentioned in the preceding clause, the Harbour Master shall forthwith advertise the same, giving notice that, if not claimed within ten clear days from the date of the publication of such advertisement, the same will be sold by public auction on a day to be named by the Harbour Master; and, on the sale being effected, the Harbour Master shall, before paying over the proceeds to the Department, deduct thereout all expenses necessarily incurred.

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

Throwing
overboard
ballast, carcass
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 be liable to a fine of three hundred dollars for

LAWS OF GUYANA

56 **Cap. 49:04**

Transport and Harbours

[Subsidiary]

Harbour and Pilotage Regulations

each offence.

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

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

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.

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

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

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

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

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

Obstruction of
public stelling
by timber, etc.

21. If any timber or other article which may cause obstruction is dropped alongside or in front of any public stelling, such timber or other article may be seized, and, on complaint preferred by the Harbour Master before the magistrate, shall be forfeited and sold; and the owner of the

[Subsidiary]

Harbours and Pilotage Regulations

vessel from which such timber or other article was dropped, or the owner of such timber or other article, shall, on being convicted, be liable to a fine of seventy-five dollars for each offence.

Penalty for
impeding free
movements of
vessels in
harbour.

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

Vessels
proceeding
across river to
keep out of
way of vessels
plying up and
down river.
c. 49:01
[Reg. 6/12/1929]

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

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

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

Marking of
Government
craft.

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

PILOTS, APPRENTICES AND LIGHTHOUSES

Record of
appointments.

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

LAWS OF GUYANA

58 **Cap. 49:04**

Transport and Harbours

[Subsidiary]

Harbour and Pilotage Regulations

[Reg. 27/1948]

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 paragraph (1), direct which pilot shall give his services and, if practicable, at what place and hour.

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

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.

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.

[Reg. 27/1948]

(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 of one hundred and fifty dollars.

Penalty for refusing to produce his

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

[Subsidiary]

Harbours and Pilotage Regulations

licence as a pilot.

his services as a pilot.

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

Penalty for person falsely presenting himself to be a pilot.

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

Master to supply pilot with all information asked in connection with vessel piloted.
[Reg. 2 of 1978]

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.

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

(3) Every person desiring to have the services of a pilot in respect of a towing vessel shall ensure that the vessels being towed in a pilotage district do not exceed three in number, and that the length of the tow (measuring from the stern of the towing vessel to the stern of the last vessel) does not exceed 1,600 feet.

Procuring certificate of draught of vessel.

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

LAWS OF GUYANA

60 Cap. 49:04

Transport and Harbours

[Subsidiary]

Harbour and Pilotage Regulations

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

Harbour
Master's
decision final in
cases of
dispute.

[Reg. 27/1948]

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

Pilot to give
master flag on
boarding
vessel.

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

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

Penalty for
vessel
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 of seven hundred and fifty dollars.

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

37. (1) Any pilot who—

(a) keeps himself or is interested in keeping by any agent, servant, or other person, any public-house or place of public entertainment or

himself sells, or is interested in selling in the manner aforesaid any spirituous liquor, wine, tobacco, cigars, tea, opium, gange, charas, majoon or chang; or

- (b) commits any fraud or other offence against the revenues of customs or excise or the laws relating thereto; or
- (c) is in any way directly or indirectly concerned in any corrupt practices relating to vessels, their tackle, furniture, cargoes, crews, or passengers, or to persons in distress at sea or by shipwreck, or to their property; or
- (d) lends his licence of appointment to any person; or
- (e) acts as pilot while suspended; or
- (f) acts as pilot whilst in a state of intoxication; or
- (g) refuses or wilfully delays, unless prevented by illness (which must be certified by a Government medical officer) or other reasonable cause, to take charge of any vessel upon the signal for a pilot being made by such vessel, or upon being required to do so by the Harbour Master or by any Deputy Harbour Master; or
- (h) unnecessarily cuts or slips, or causes

LAWS OF GUYANA

62 **Cap. 49:04**

Transport and Harbours

[Subsidiary]

Harbour and Pilotage Regulations

to be cut or slipped, any cable belonging to any vessel; or

- (i) refuses, on the request of the master, to conduct any vessel of which he has the charge into any port or place into which he is qualified to conduct the same, except on reasonable ground of danger to the vessel; or
- (j) quits any vessel of which he has the charge before the service for which he was employed has been performed; or
- (k) refuses or neglects to give instruction to any apprentices entrusted to him by the Harbour Master,

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

(2) Every person who procures, abets, or connives at the commission of any offence mentioned in this clause shall, likewise, in addition to any such liability for damages, as aforesaid, be liable to a fine of seven hundred and fifty dollars.

Punishment of
pilot for wilful
breach of duty.

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

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

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

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

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

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

Vessels arriving
with sickness
on board.

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

Vessels led
liable to full
pilotage dues.
[2 of 1978]

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 tonnage as if a licensed pilot had been on board.

Extraordinary
services
rendered in
stress of
weather.

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

LAWS OF GUYANA

64 **Cap. 49:04**

Transport and Harbours

[Subsidiary]

Harbour and Pilotage Regulations

(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.
[Reg. 27/1948
16/1950]

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.

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

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

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 –

- (a) that he is over twenty-one years of age;
- (b) that he has been for the space of five years at least actually engaged and employed as a seafaring man;
- (c) that he is able to read and write;

- (d) that he is of good behaviour and sobriety;
- (e) that he has a practical knowledge of the pilotage district for which he may be licensed;
- (f) that he possesses a thorough knowledge of the rule of the road at sea and any other matter with reference to pilotage which the committee may deem necessary,

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

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

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.

Pilotage fees and exemptions from payment of.
[Reg. 21/4/1925
27/1948
2 of 1978]

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

- (a) no such fees shall be payable in respect of any vessel in the service of the Government of any Commonwealth territory or of any Foreign State or Power not employed in the carriage of merchandise on freight unless a pilot is actually employed by such vessel;
- (b) no such fees shall be payable in respect of any vessel of or of less than fifty tons gross tonnage burden, by

LAWS OF GUYANA

66 Cap. 49:04

Transport and Harbours

[Subsidiary]

Harbour and Pilotage Regulations

Guyana or Foreign measurement, trading between Guyana and any Foreign Port on the coast of Guyana or between Guyana and any of the West Indian Islands from Puerto Rico to Trinidad, both inclusive, unless a pilot is actually employed by such vessel;

- (c) a vessel of more than 50 but less than 500 tons gross employed in the carriage of cargo between Guyana and any ports of the Community States shall be charged a maximum of twelve pilotage fees in any one year:

Provided that whenever the services of a pilot are actually engaged payment in full shall be made therefor;

- (d) no such fees shall be payable in respect of any vessel of less than 500 tons gross employed in the coasting trade of Guyana, or inland communication or any vessel employed in deep sea fishing and not calling at any foreign port, unless a pilot is actually employed by such vessel;
- (e) where any vessel arrives in Guyana seeking a market or freight and proceeds for another port or place, without coming to an entry, she shall not be liable to the payment of such fees, unless a pilot is actually

employed by such vessel;

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

Fee for
extraordinary
work.

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

(3) Pilotage fees for towing vessels shall be as set out in Parts I, II, III and IV of the Schedule, and for this purpose, gross tonnage shall be determined by the gross tonnage of the towing vessel and each of the unit of her tow.

Fee payable for
pilot.
[Reg. 15/1952
19/1953
2 of 1978
10/1984]

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 fees set out at Item 1 of Part IV of the Schedule 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 that—

- (a) notice of cancellation shall be accepted in the case of a vessel due at

LAWS OF GUYANA

68 **Cap. 49:04**

Transport and Harbours

[Subsidiary]

Harbour and Pilotage Regulations

the lightship if received prior to the departure of the pilot for the lightship;

- (b) if a pilot is retained in port or at sea after he has completed the service for which he was engaged, the person liable to pay pilotage dues for the vessel shall pay to the Department the fees set out at Item 2 of Part IV of the Schedule; and
- (c) where a notice of cancellation is received after the arrival of the pilot at the vessel or after the departure of the pilot for the pilot station, the person liable to pay pilotage dues for the vessel shall pay to the Department the respective fees set out at Items 3 and 4 Part IV of the Schedule.

Payment of fees.

[Reg.10/1984]

47A. Where in these Regulations the fees payable are expressed in Guyana dollars and in the United States of America dollars, the fees shall be paid in United States of America dollars in the case of vessels not registered in Guyana and in Guyana dollars in the case of other vessels.

Power driven vessel to use buoys channel.

[4 of 1972
Reg. 19/1965]

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

(2) Notwithstanding anything contained in the Collision Regulations, every vessel navigating between the

mouth of the Demerara River and the Demerara lightship or between the mouth of the Berbice River and the Berbice Light Tower shall, when proceeding across the buoys channel, keep out of the way of any other vessel proceeding through the buoys channel and shall, if the circumstances of the case admit, avoid crossing ahead of such other vessel.

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

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 of seven hundred and fifty dollars or to imprisonment for six months.

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

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

LAWS OF GUYANA

70 **Cap. 49:04**

Transport and Harbours

[Subsidiary]

Harbour and Pilotage Regulations

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

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

Penalty for
offences not
provided for.

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

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

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

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

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

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

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

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

[Reg. 2/1978
10/1984
1/1997]

SCHEDULE
FEES AND DUES FOR THE PILOTAGE OF VESSELS
PART I

1. Fees for the pilotage of vessels from the pilot station in the Harbour of Georgetown or from the Harbour of Georgetown to the pilot station shall be payable in accordance with the following scale—

Gross Tonnage		Bar Fees
(Maximum)		US\$
Up to 500		129.60
501	1,000	142.40
1,001	2,000	152.00
2,001	3,000	158.40
3,001	4,000	168.00
4,001	5,000	174.40
5,001	6,000	184.00
6,001	7,000	193.60
7,001	8,000	200.00
8,001	9,000	209.60
9,001	10,000	217.60
10,001	11,000	225.60
11,001	12,000	238.40

and, in addition, for every 1,000 tons in excess of 12,000 tons or US\$ 11.20.

2. Fees for the pilotage of vessels shall be payable in accordance with the following scale—

In Harbours of New Amsterdam and Georgetown—

LAWS OF GUYANA

72

Cap. 49:04

Transport and Harbours

[Subsidiary]

Harbour and Pilotage Regulations

Gross Tonnage	Docking or Undocking	Anchorage to Anchorage
	US\$	US\$
Up to 500	33.60	28.80
501 1,000	33.60	28.80
1,001 2,000	33.60	28.80
2,001 3,000	38.40	28.80
3,001 4,000	38.40	28.80
4,001 5,000	40.00	28.80
5,001 6,000	46.40	28.80
6,001 7,000	49.60	32.00
7,001 8,000	54.40	32.00
8,001 9,000	57.60	33.60
9,001 10,000	68.80	33.60
10,001 11,000	73.60	40.00
11,001 12,000	80.00	49.60

and, in addition, for every 1,000 tons in excess of 12,000 tons US\$ 11.20.

3. Fees for the pilotage of vessels from the Georgetown pilot station to points beyond the Transport and Harbours Department wharf, Stanleytown, to Everton and from Everton to the Georgetown pilot station—

Gross Tonnage (Maximum)	Bar Fees
Up to 500	302.40
501 1,000	312.00
1,001 2,000	326.40
2,001 3,000	337.60
3,001 4,000	348.80
4,001 5,000	366.40
5,001 6,000	382.40
6,001 7,000	398.40
7,001 8,000	414.40
8,001 9,000	433.60

9,001	10,000	454.40
10,001	11,000	480.00
11,001	12,000	512.00

and, in addition, for every 1,000 tons in excess of 12,000 tons
US\$ 11.20.

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 US\$ 27.20.

(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 Harbour of Georgetown.

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

Over 20 miles but not more than 30 miles— $\frac{3}{4}$ the pilotage fee for entering or leaving Harbour of Georgetown.

Over 30 miles for vessels proceeding down the river the same fees.

PART III**1. Fees for vessels entering or leaving the Harbour of New Amsterdam—**

Gross Tonnage (Maximum)	Bar Fees US\$
Up to 500	126.40
501	129.60
1,001	142.40
2,001	152.00
3,001	158.40
4,001	168.00
5,001	174.40
6,001	184.00
7,001	193.60
8,001	200.00
9,001	209.60
10,001	217.60
11,001	228.80

and, in addition, for every 1,000 tons in excess of 12,000 tons US\$ 11.20,

2. Fees for pilotage of vessels—

(a) to or from a dock in the Harbour of New Amsterdam or from an anchorage to an anchorage in the Harbour of New Amsterdam will be the same as stated in Item 2 or Part I; and

(b) from the pilot station to the Berbice

beacon- US\$ 88.

PART IV

1. Fees for detention of pilots—

- (a) in port (all districts) US\$ 35.20 per hour or part thereof; and
- (b) at sea awaiting a vessel which did not arrive at her expected time of arrival US\$ 35.20 per hour or part thereof.

2. Retainance fee in out districts—

US\$ 19.20 for each hour or part thereof.

3. Fee for cancellation after pilot's arrival at vessel—

	US\$
(a) at Georgetown	35.20
(b) at Parika	49.60
(c) at New Amsterdam	68.80
(d) at any other point in the Essequibo River	102.40

4. Fees for cancellation after pilot has left by launch for the pilot station US\$ 20.80 for each hour or part thereof which, as a result of the request for his services, the pilot spends away from port.

5. The fee payable in respect of a Pilotage Exemption Certificate is US\$ 160.00

LAWS OF GUYANA

76 Cap. 49:04

Transport and Harbours

[Subsidiary]

Harbours Regulations

Reg. 18/4/1939

HARBOURS REGULATIONS

15/1970

11/1982

11/1984

ARRANGEMENT OF REGULATIONS

REGULATION.

1. Citation.
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.

REGULATIONS

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—Forms.

SECOND SCHEDULE—Equipment for vessels navigating in a Harbour.

THIRD SCHEDULE—Certificate of seaworthiness.

FOURTH SCHEDULE—Subjects for examination for harbour licence as Master.

FIFTH SCHEDULE—Rules for determining freeboard.

HARBOUR REGULATIONS

made under section 49 (2) and (j)

Citation.

1. These Regulations may be cited as the Harbours

LAWS OF GUYANA

78 Cap. 49:04

Transport and Harbours

[Subsidiary]

Harbours Regulations

Regulations.

Interpretation.

2. In these Regulations—

“Collision Regulations” means the Collision Regulations made on the 13th October, 1910;

“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 shall not apply to vessels solely used for pleasure purposes and not carrying passengers or cargo for hire or reward.

PART I SECURING THE SAFETY OF VESSELS

Certificate of Seaworthiness

Application for certificate of seaworthiness of vessel to navigate in a harbour.

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 Guyana, 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.

(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. The certificate shall bear the date on which the vessel was surveyed and shall remain in force for twelve months from such date.

(4) The Harbour Master shall not issue a certificate

Form 1
First Schedule.

[Subsidiary]

Harbours Regulations

Second Schedule. of seaworthiness unless the vessel is furnished with the equipment specified second in the Second Schedule.

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

- (i) the purposes for which the vessel is alone permitted to be used;
- (ii) the maximum number of persons that may be carried on the vessel at any one time;
- (iii) the minimum freeboard to which the vessel may be loaded; and
- (iv) the equipment which the vessel must carry.

(b) 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.

(c) 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.

Fifth Schedule.

(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 fine of three hundred dollars.

LAWS OF GUYANA

80 **Cap. 49:04**

Transport and Harbours

[Subsidiary]

Harbours Regulations

Form 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, 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 regulation 3(8) shall be liable to a fine of thirty dollars.

Examination of
vessel in
possession of
certificate of
seaworthiness.

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.

Revocation of
certificate of
seaworthiness.
Second
Schedule.

Form 3.
First Schedule.

(2) If the Harbour Master at any time finds that a vessel is not furnished with the equipment specified in the Second Schedule, 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) 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.

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

When
certificate of
seaworthiness
is null and

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

void.

- (a) on the expiration of a period of twelve months from seaworthiness the date thereof; or
- (b) on its revocation by the Harbour Master under regulation 4(2) or (3).

Vessel not to navigate in harbours without certificate of seaworthiness.

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.

Exemptions.

(2) This regulation shall not apply to—

- (a) vessels belonging to the State, or to the Government of any country outside Guyana;
- (b) vessels holding a valid certificate of seaworthiness issued by a competent authority outside Guyana; 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 this regulation he shall be liable to a fine of three hundred dollars.

Register of certificates of seaworthiness.
Form 4.
First Schedule.

7. The Harbour Master shall keep in the form specified in the First Schedule a register containing particulars as to the issue of certificates of seaworthiness and of their expiry or revocation and any other particulars which

LAWS OF GUYANA

82 **Cap. 49:04**

Transport and Harbours

[Subsidiary]

Harbours Regulations

the Harbour Master may think fit to include.

Harbour Licence

Obtaining a
harbour
licence.
[Reg. 11/1984]

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 twenty-five dollars.

(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 twenty five dollars 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 in order to satisfy himself as to the competency of the applicant.

Form 5.
First Schedule.

(4) The harbour licence shall be in the form specified in the First Schedule 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

9. The Harbour Master may require the holder of a harbour licence to appear before him at a time and place

licence. 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 regulation 8(2).

Cancellation of
harbour licence.
[46 of 1949]

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 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

LAWS OF GUYANA

84

Cap. 49:04

Transport and Harbours

[Subsidiary]

Harbours Regulations

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.

Penalty for not having harbour licence.
[O. 15/1970]

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.

(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 fine of three 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 fine of three hundred dollars.

(4) 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 Guyana;

- (b) any Naval Officer of any Commonwealth territory;
- (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.

Rule of the
Road.

PART II
REGULATION OF TRAFFIC IN HARBOURS AND
PREVENTION OF ACCIDENTS

13. (1) Every vessel navigating in the waters of any river within Rule of 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), every vessel navigating in any harbour shall obey the rule of the road at

LAWS OF GUYANA

86 Cap. 49:04

Transport and Harbours

[Subsidiary]

Harbours Regulations

sea and carry the lights prescribed by the Collision Regulations.

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

(2) The master of a sailing vessel, punt or other vessel described in paragraph (1) who manoeuvres 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 regulation 10 (1) 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

Branding load lines.

17. (1) The owner or master of every vessel in respect whereof a certificate of seaworthiness has been issued under regulation 3 (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.

(2) The position of the load lines shall be determined by the Harbour Master in accordance with the rules contained in the Fifth Schedule.

(3) Every such load line shall consist of—

- (a) in the case of vessels fitted with an efficient watertight 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 watertight deck two, or if

LAWS OF GUYANA

88

Cap. 49:04

Transport and Harbours

[Subsidiary]

Harbours Regulations

such vessel is issued with a load line under the River Navigation Regulations 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 regulation 10 (1).

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

Marks to be
painted on

18. (1) The number of the certificate of seaworthiness

[Subsidiary]

Harbours Regulations

vessels.

issued under regulation 3 (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 fine of one hundred and 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 this regulation shall be liable to a fine of one hundred and fifty dollars.

PART IV GENERAL

Recovery of penalties.

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

reg. 3(3)

FIRST SCHEDULE

FORMS

FORM 1 CERTIFICATE OF SEAWORTHINESS NO.

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 theharbour subject to the conditions specified

LAWS OF GUYANA

90 **Cap. 49:04**

Transport and Harbours

[Subsidiary]

Harbours Regulations

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.

regs. 3(7), 4 (3).

FORM 2

STATEMENT OF UNSEAWORTHINESS

Issued under and subject to the Harbours Regulations

To the of the having on theday of.....20..... 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 resurvey and to the issue of a certificate of seaworthiness under regulation 6(3) to a penalty not

LAWS OF GUYANA

Transport and Harbours

Cap. 49:04

91

[Subsidiary]

Harbours Regulations

exceeding three hundred dollars.

Dated

Harbour Master

reg. 4(2), (3)

FORM 3

CERTIFICATE OF REVOCATION

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 4

reg. 7

REGISTER OF VESSELS ISSUED WITH CERTIFICATES OF SEAWORTHINESS

Issued and under 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

LAWS OF GUYANA

92 Cap. 49:04

Transport and Harbours

[Subsidiary]

Harbours Regulations

reg. 8(4)

FORM 5

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

reg. 3(4)

SECOND SCHEDULE

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 buoyant apparatus either in the form of lifebelts, lifebuoys, yanks 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.
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reg. 3(5)(b)

THIRD SCHEDULE

CERTIFICATE OF SEAWORTHINESS

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

LAWS OF GUYANA

94 Cap. 49:04

Transport and Harbours

[Subsidiary]

Harbours Regulations

be submerged.

reg. 8 (3)

FOURTH SCHEDULE

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.
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reg. 3(5)(c), 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 super-structures, salinity of the water, round of beam, forecastle, bridge, poop or raised quarter deck, etc.

HOME TRADE SHIPS (MASTERS, MATES AND ENGINEERS CERTIFICATES) REGULATIONS

ARRANGEMENT OF REGULATIONS

REGULATION

1. Citation.
2. Interpretation.
3. Board of Examiners.
4. Times of examinations.
5. Applications for examination.
6. Nationality.
7. Examination fees
8. Syllabus.
9. Eligibility.
10. Conditions.
11. Award of certificates.
12. Remuneration of examiners.
13. Loss, etc., of certificate.

SCHEDULE—Syllabus

[Subsidiary] *Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations*

Reg. 23/195
9/1966B
15/1967
27 of 1965
4 of 1972

**HOME TRADE SHIPS (MASTERS, MATES AND
ENGINEERS CERTIFICATES) REGULATIONS**

made under section 49(2)(v)

Citation.
[27 of 1965]

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

Interpretation.

2. In these Regulations, a reference to "home trade" shall, in relation to any period prior to 30th October, 1965 be construed as including a reference to "intercolonial".

Board of
examiners.
[27 of 1965
4 of 1972]

3. (1) The General Manager shall, with the approval of the Minister, 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 a home trade ship.

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

(3) The General Manager shall designate a public officer in the Transport and Harbours Department to be Secretary to the Board.

(4) 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.

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

LAWS OF GUYANA

98

Cap. 49:04

Transport and Harbours

[Subsidiary]

Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations

- (a) he has attained the rank of lieutenant in the navy of a Commonwealth country; or
- (b) he holds a Master Mariners foreign going certificate of competency issued by the Board of Trade of the United Kingdom or the equivalent certificate issued by or on behalf of the Government of a Commonwealth territory; or
- (c) he holds an International or home trade certificate issued by or on behalf of the Government of Guyana, or the Government of any other Caribbean Commonwealth territory specified by the Minister for the purposes of this paragraph by notice in the Gazette; or
- (d) he holds a certificate of competency as a first class engineer issued by the Board of Trade of the United Kingdom or the equivalent certificate issued by or on behalf of the Government of a Commonwealth country; or
- (e) he holds a home trade certificate of competency or equivalent certificate as a first class engineer issued by or on behalf of the Government of Guyana, or the Government of any other Caribbean Commonwealth territory specified by the Minister for the purposes of this paragraph by notice in the *Gazette*.

[Subsidiary] *Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations*

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 Board of Trade of the United Kingdom 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 a second class engineer, a certificate of apprenticeship.

Nationality.

6. Every candidate shall produce such proof of

LAWS OF GUYANA

100 **Cap. 49:04**

Transport and Harbours

[Subsidiary] *Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations*

nationality as the Board may require. Candidates who are not Commonwealth citizens 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.

Examination fees.

7. The following examination fees shall be payable—

- | | |
|---|------|
| (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 |

Syllabus Schedule.

8. Examinations for certificates shall be governed by the syllabus in the Schedule.

Eligibility.

9. No person may be examined for a certificate—

- (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.

Conditions.
[27 of 1965]

10. (1) Every candidate for a certificate as master shall satisfy the Board that he has served 5 years on deck in a foreign going or home trade ship and for 12 months of that period he has held a mate's home trade 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 home trade sailing ship and that for 12 months of the period of 3 years he has held a

[Subsidiary] *Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations*

mate's home trade certificate with a sailing ship endorsement for that time.

(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 home trade 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 home trade 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 home trade 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 home trade 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 home trade 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 home trade 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 home trade 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 home trade steamship.

LAWS OF GUYANA

102 **Cap. 49:04**

Transport and Harbours

[Subsidiary] *Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations*

Award of
certificates.
[Reg. 9/1966B
15/1967
4 of 1972]

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 to be awarded by the Board shall be in duplicate and be signed by the Minister and the Chief Examiner. The duplicate portions shall be kept by the Harbour Master together with a record of all certificates granted under these Regulations.

(3) Any certificate in force and issued under this regulation before the coming into operation of the Home Trade Ships (Masters, Mates and Engineers Certificates) (Amendment) Regulations 1967 shall upon surrender by the holder thereof be re-issued in the form used in pursuance of paragraph (2) with such adaptations as may be approved by the Minister.

Remuneration
of examiners.
[Reg. 9/1966B]

12. Every examiner shall be paid out of moneys provided by Parliament a fee of \$15.00 for each examination for a certificate as master or first class engineer, and a fee of \$12.50 for each examination for a certificate as mate or second class engineer.

Loss, etc., of
certificate.
[4 of 1972]

13. (1) 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.

(2) When the certificate lost or destroyed was issued before the coming into operation of the Home Trade Ships (Masters, Mates and Engineers Certificates) (Amendment) Regulations 1967, the certified copy shall be re-

issued in the form used for the re-issue of certificates under regulation 11(3).

**SCHEDULE
SYLLABUS**

Chart Examination; Written and Oral

MASTER AND MATE: HOME TRADE

(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: HOME TRADE

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.

LAWS OF GUYANA

104

Cap. 49:04

Transport and Harbours

[Subsidiary]

Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations

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 : HOME TRADE

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.

[Subsidiary] *Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations*

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 endorsement must answer questions regarding the management and manoeuvring of sailing vessels.

FIRST CLASS ENGINEER

A Candidate for a Certificate of Competency as First

LAWS OF GUYANA

106 Cap. 49:04

Transport and Harbours

[Subsidiary] *Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations*

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 ratios 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

[Subsidiary] *Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations*

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 $p.v. = \text{a constant}$. 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 $p.v. = \text{a constant}$. 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.

LAWS OF GUYANA

108 Cap. 49:04

Transport and Harbours

[Subsidiary] Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations

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 coefficients of fineness of displacement, coefficients 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 coefficients. 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.

[Subsidiary] *Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations*

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

LAWS OF GUYANA

110 Cap. 49:04

Transport and Harbours

[Subsidiary] *Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations*

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

[Subsidiary] *Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations*

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.

LAWS OF GUYANA

112 Cap. 49:04

Transport and Harbours

[Subsidiary] *Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations*

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.

[Subsidiary] *Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations*

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.

LAWS OF GUYANA

114 Cap. 49:04

Transport and Harbours

[Subsidiary] Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations

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— $2\frac{1}{2}$ 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 coefficients of fineness of displacement, coefficients 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 coefficients. 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

LAWS OF GUYANA

116 Cap. 49:04

Transport and Harbours

[Subsidiary] Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations

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 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 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.

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 trouble 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

LAWS OF GUYANA

118 **Cap. 49:04**

Transport and Harbours

[Subsidiary] *Home Trade Ships (Masters, Mates and Engineers Certificates) Regulations*

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 and the periodical examinations of the 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-3 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.

[Subsidiary] *Transport and Harbours Department (Superannuation and Other Benefits) Regulations*

Reg. 28/1941
1/1944
16/1969
4/1950
18/1955
5/1976
4 of 1972

**TRANSPORT AND HARBOURS DEPARTMENT
(SUPERANNUATION AND OTHER BENEFITS)
REGULATIONS**

made under section 49 (2)

Citation. **1.** These Regulations may be cited as the Transport and Harbours Department (Superannuation and other Benefits) Regulations.

Interpretation. **2.** In these Regulations—
[Reg. 1/1944]

“approved appointments in the Department” means the appointments specified in the Schedule;

“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;

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

“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.

Power to grant superannuation and other benefits. **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

LAWS OF GUYANA

120 Cap. 49:04

Transport and Harbours

[Subsidiary] Transport and Harbours Department (Superannuation and Other Benefits) Regulations

[Reg. 16/1969] gratuities as are specified hereunder:

4/1950

18/1955

5/1976

33/1978]

c. 27:02

- (a) to employees holding full time posts in the Department (other than those on the permanent pensionable establishment of the Government) which carry a fixed or maximum salary of not less than \$2,712 per annum or such other greater sum as it may be revised to, from time to time—pensions (other than pensions to dependents when the employee is killed on duty), gratuities, marriage and death gratuities calculated in accordance with the Pensions Act:

Provided that every such full-time post in the Department which was pensionable by reason of its carrying a fixed or maximum salary of not less than \$1,584 per annum at any time during the period commencing on the 31st December, 1972 and ending on the date of the publication in the *Gazette* of the Transport and Harbours Department (Superannuation and other Benefits) (Amendment) Regulations 1976, shall continue to be so pensionable until the post becomes vacant after the last mentioned date.

- (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) employees other than those specified

[Subsidiary] *Transport and Harbours Department (Superannuation and Other Benefits) Regulations*

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.

- (2) (a) In computing the pension, annual allowance or gratuity of any employee under paragraph (1), a period of service of an employee in a pensionable office within the meaning of the Pensions Act, or in an appointment other than a pensionable office, or of service paid for out of an open vote, or of both such services, or any part of such period, may be taken into account by the General Manager:

Provided that where the period of service of an employee which may be taken into account by virtue of the foregoing provisions of this paragraph did not immediately precede service in the Department, that period of service may not be taken into account by the General Manager, except with the approval of the Minister.

- (b) The provisions of this paragraph shall apply to a person who is an employee in the Department at or after the commencement of this paragraph and whether or not the Service which may be taken paragraph was given prior to such commencement.

Pensions to dependents

4. Where an employee (not on the permanent

LAWS OF GUYANA

122 **Cap. 49:04**

Transport and Harbours

[Subsidiary] *Transport and Harbours Department (Superannuation and Other Benefits) Regulations*

when an employee is killed on duty.

[Reg. 1/1944
16/1949
4 of 1972]

pensionable establishment of the Government) dies as a result of injuries received—

- (a) in the actually 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 services of the Department, the General Manager may, in addition to the grant, if any, made to his dependents under regulation 3, grant pensions to his dependents calculated in accordance with section 22 of the Pensions Act:

c. 27:02

Cap. 111.
1953 Ed.

c. 36:01

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 Act; or whose dependents, as defined under the National Insurance and Social Security Act, are entitled to death benefits under that Act.

Power to vary Schedule.
[Reg. 16/1949]

5. The General Manager may, with the approval of the Minister, vary the Schedule.

Commence-
ment.

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

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

[Subsidiary] *Transport and Harbours Department (Superannuation and Other Benefits)
Regulations*

**SCHEDULE
APPROVED APPOINTMENTS**

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