

PORT OF BOMBAY

PILOTAGE

BY-LAWS

MADE BY THE

**TRUSTEES OF THE PORT OF
BOMBAY**

UNDER SEC. 72-73

OF THE

BOMBAY PORT TRUST ACT, 1879.

VIDE TRUSTEES RESOLUTION NO. 444 OF 1933

AND APPROVED BY THE GOVERNMENT OF

BOMBAY UNDER SEC. 74 OF THE SAID ACT

BOMBAY PORT TRUST

PILOTAGE BY-LAWS

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BOMBAY PORT TRUST

PILOTAGE BY-LAWS

I. PREFATORY NOTES.

Direction and management – Deputy Conservator.

1. The Direction and management of the Port and Pilotage under the control of the Trustees of the Port are vested in the Deputy Conservator.

Harbour Master.

2. A Harbour Master shall be permanently attached to the Deputy Conservator's Office and shall perform such duties as shall from time to time be prescribed by the Deputy Conservator.

Dock Master's Control over Pilots.

3. The Dock Masters shall have control over Master Pilots and Pilots in Pilotage charge of vessels while entering or leaving the Docks and berthing and unberthing at the Harbour Walls or any berths over which the Dock Masters have supervision.

Master Pilots' Stations.

4. There shall be two permanent Master Pilots who shall do duty alternately on board the Pilot Vessel their respective stations being designated : (a) the Pilot Station, while on board the Pilot Vessel, and (b) the Shore Station while on duty at the Deputy Conservator's Office.

II. ESTABLISHMENT OF PILOTAGE SERVICE.

Pilotage Establishment.

5. The Pilotage Service shall consist of such number of Licensed Pilots as may be considered necessary from time to time to carry out the work of the Port.

III. LICENSING OF PILOTS.

Pilots to be licensed.

6. (1) All Pilots shall hold Licenses to perform the duties of a Pilot for the Port of Bombay. These Licenses, subject to the sanction of the Central Government, shall be issued under the signature and seal, and be revocable at the order, of the Trustees.

(2) A Pilot serving his connection with the Bombay Port Trust shall forthwith deliver his License to the Trustees.

Conditions for joining the Pilot service.

7. A person shall not be licensed as a Pilot unless and until he satisfies the Trustees that he fulfils the following conditions:-
 - (a) That he is a natural-born British Subject or the son of parents both of whom were at the time of his birth either natural born or naturalised British Subjects.
 - (b) That at the date of appointment as a Probationer Pilot he is of an age not below 26 and not exceeding 32 years unless otherwise sanctioned by the Trustees.
 - (c) That he possesses the qualifications detailed in By-law 8 below.

IV. QUALIFICATIONS OF CANDIDATES.

Qualification of candidates.

8. A candidate of a Pilotage License must :-
 - (a) Produce certificates of good character and sobriety and be in possession of a Certificate of Competency as Master (Foreign-going) of Imperial Validity. Ordinarily no application for appointment will be considered unless the applicant has served as First Mate of a sea-going ship for a period of at least six months.

Certificate of physical fitness.

- (b) Obtain a certificate of physical fitness from the Administrative Medical Officer to the Bombay Port Trust and pass the prescribed vision test.

Probationary period and instruction.

- (c) Unless the Trustees shall otherwise determine, serve a period of probationary training of not less than six months. During this period the probationer will be instructed in the duties of a Pilot, the lights, land marks, buoyage, etc., of the Harbour, the handling of ships within the Pilotage waters of the Port, etc. One month shall be spent at the Docks for instruction by the Dock Masters and two weeks shall be allotted for special instruction by the Harbour Master. On completion of the foregoing training, the probationer may, if recommended by the Harbour Master and subject to the approval of the Deputy Conservator, apply to be examined as to his qualification to pilot ships.

Note :- The fee for a Pilot's License is Rs.15 and for renewal thereof in case of loss Rs.5, *vide* Port and Pilotage Charges, paragraph 30.

V. SUBJECTS OF EXAMINATION.

Subjects of Examination.

9. The examination shall include the following subjects :-

Regulations and Rules for navigating in the Harbour and Approaches to the Docks and Piers; the course and distance between any two places; the rise and set of tides; the depth and character of soundings; the anchorages, rocks, shoals and other dangers, the Land Marks, Buoys and Beacons and Lights within the Port Limits; the management of ships and steamers, how to bring them to anchor and to keep them clear of their anchors in a tideway; to moor and unmoor and get underway; to handle a vessel under all conditions and such other subjects as may be determined by the Examination Committee in this respect.

Examination Committee.

10. The examination shall be conducted in the prescribed manner by an Examination Committee constituted as follows :-

1. The Deputy Conservator.
2. The Harbour Master.
3. A Dock Master.
4. A Master Pilot.
5. A Master of a Foreign-going ship.

Failure to pass examination.

11. In the event of a probationer failing to pass the specified examination within seven months of his appointment, he will be liable to be discharged.

VI. CLASSES OF PILOTS.

Classification of Pilots.

12. (a) A Pilot on being licensed will be permitted to pilot vessels as follows :-

- (1) During the first 3 months, vessels not exceeding 4,000 tonnes gross register (excluding tankers and Men-of -War).
- (2) During the next 3 months, vessels not exceeding 6,000 tonnes gross register (excluding tankers and Men-of -War).

- (3) During the next 6 months, vessels not exceeding 8,000 tonnes gross register (excluding loaded tankers and Men-of –War but including tankers in ballast to and from stream and the Docks).
- (4) During the next 6 months, vessels not exceeding 10,000 tonnes gross register (excluding loaded tankers and Men-of –War but including tankers in ballast to and from stream and the Docks).
- (5) During the next 6 months, vessels not exceeding 12,000 tonnes gross register (excluding Men-of –War and tankers proceeding to and from Pir Pau and Butcher Island).
- (6) During the next 12 months, vessels not exceeding 15,000 tonnes gross register (excluding tankers proceeding to Pir Pau and Butcher Island and tankers proceeding from Pir Pau and Butcher Island with a draft of over 25 feet).
- (7) During the next 12 months, vessels not exceeding 18,000 tonnes gross register (excluding tankers proceeding to and from Pir Pau and Butcher Island with a draft of more than 25 feet).
- (8) Thereafter – Full tonnage *i.e.* all vessels without restriction.

Note :- Promotion from any of the above categories to the next will be on the recommendation of the Harbour Master and subject to the approval of the Deputy Conservator.

- (b) After the above period of 57 months he may be authorised to pilot ships of any tonnage, including tankers of any draft to Pir Pau but excluding mail steamers.
- (c) Six years after the date upon which his license was issued such Pilot may apply to be included in the list of Pilots for special pilotage duties on the mail steamers but such class of Pilots shall be required to carry out any other ordinary or special pilotage duties that may from time to time be entrusted to them.

Note:- Promotion from one of the above categories to another will be on the recommendation of the Harbour Master and subject to the approval of the Deputy Conservator.

- (d) A Pilot when fully qualified may, at any time when the exigencies of the service permit, be deputed for special duty at the docks with a view to his qualifying for appointment as Dock Master.
- (e) A Pilot in categories (1) to (5), enumerated in subparagraph (a) of this By-law, returning from leave of six months duration or over shall on his return to duty, if it is considered desirable, make such number of trips as may be determined by the Deputy Conservator on the bridge of a steamer which is in charge of a senior Pilot between the Docks and the Pilot Vessel and *vice versa* before taking pilotage charge of a steamer.

VII. DUTIES OF MASTER PILOTS.

Duties of Master Pilots.

- 13. The Master Pilots shall undertake the duties at the Pilot Station and Shore Station in rotation for such periods as may from time to time be ordered by the Deputy Conservator.

Master Pilots responsible for discipline and order on the Pilots Vessel.

- 14. The Master Pilot on the Pilot Station shall be responsible for the proper condition, management and navigation of his vessel, and see that she cruises on her station as prescribed by the Trustees. He shall maintain discipline, sobriety and order on his vessel, and all Pilots and other persons on board shall obey his lawful orders.

Cases of misconduct.

- 15. The Master Pilot shall report in writing to the Deputy Conservator all cases of misconduct on the part of any member of the crew or of any Pilot on duty that may come under his notice.

Master Pilot not to leave Pilot Vessel without permission.

- 16. The Master Pilot shall not on any account leave the Pilot Vessel when on Station except in cases of emergency or by the authority of the Deputy Conservator.

Boarding inward bound vessels, etc.

- 17. The Master Pilot shall see that the Pilots on his vessel and on turn for boarding inwards are duly boarded upon inward bound vessels requiring Pilots, and that Pilots are taken on board his vessel from outward bound vessels. He shall keep such complement of Pilots on board the Pilot Vessel as may be ordered from time to time and arrange for the return to the Shore Station of any Pilots surplus to requirements.

Pilot may take charge of a vessel of greater tonnage than that allowed by these rules in certain cases.

18. The Master Pilot may, if necessary, direct a Pilot to pilot a vessel exceeding in tonnage the vessels which he is (by these rules) qualified to pilot. In every such case the Master Pilot shall forthwith report in writing to the Deputy Conservator and shall state the reasons which in his opinion necessitated such action.

Visitors not allowed.

19. The Master Pilot shall not, except in cases of emergency, without the consent of the Deputy Conservator, receive any person other than a Licensed Pilot on board the Pilot Vessel.

Log Book to be kept.

20. A log book supervised and countersigned daily by the Master Pilot shall be kept on board the Pilot Vessel. The following entries are to be carefully entered every four hours and shall be verified by the signature of each Pilot at the end of his watch viz. the soundings in the bilges of the vessel; the direction and force of the wind and current; the readings of the Barometer and Thermometer; the depth of water the Pilot Vessel is in and whether she is under way or at anchor, the time of sighting a vessel and the bearing, when and where the Pilot was placed on board; the time and position when the Pilot leaves an outward bound vessel and when received on board the Pilot Vessel; the time of receiving on board Pilots from the shore or the dispatch of excess Pilots to the shore; and all signals to shipping or the Port Signal Station. He shall also log all movements of air-craft sighted by the Pilot Vessel and shall periodically check the signals emitted by the Wireless Beacon situated on Kundari Island.

Log Book to be forwarded to Deputy Conservator.

21. The log book shall be forwarded to the Deputy Conservator for inspection at such intervals as may be ordered.

Position of Pilot Vessel to be checked.

22. The position of the Pilot Vessel is to be checked at frequent intervals and when at anchor care must be exercised that she does not drag her anchor.

Duties of Master Pilot on Shore Station.

23. The Master Pilot on Shore Station shall be on duty at such times and shall perform such duties as may be directed by the Deputy Conservator.

Master Pilot to give instruction to junior Pilots and Probationers

24. The Master Pilots shall, when time permits, assist in instructing the junior Pilots and Probationers in all branches of a Pilot's duty.

*Pilots
Distinguishing
Flag.*

25. The Master Pilots and Pilots will each be provided with a Distinguishing Flag, which is to be hoisted on vessels while in their charge in such a position where it can best be seen and apart from other signals.

The same flag hoisted on any of the Signal Stations or at the Docks will be used in communicating with the vessel when the Pilot is on board.

VIII. DUTIES OF PILOTS.

*Pilots to obey the
orders of the
Authority.*

26. A Pilot shall obey and execute all lawful orders and regulations given and issued by the Trustees, the Deputy Conservator and/or the Harbour Master, the Master Pilot when on the Pilot Station; he shall also obey all lawful orders given by the Dock Masters relating to the docking, undocking, towing, transporting or removing of vessels under his charge.

Pilots behaviour.

27. A Pilot shall at all times exercise strict sobriety. He shall, throughout the time he is in charge of a vessel, use his utmost care and diligence for her safety and the safety of other vessels and property. He shall, when necessary, keep the lead going while the vessel is under way. He shall not lay by the vessel aground without a written order from the Owner or Officer in command.

*Pilots behaviour
towards the
Master of the
vessel, etc.*

28. A Pilot shall behave with due civility towards the Owner, Master and Officers of any vessel under his charge.

*Pilot not to bring
vessels into dock
when the signal is
against him.*

29. A Pilot shall not bring a vessel into a dock or alongside a Harbour Wall berth when the Docking Signal is against him.

He shall also not bring a vessel into the Dock Channel until the "Come on" signal has been made. But when entering the Dock Channel, after the "Come on" signal has been hoisted, a Pilot shall at all times, in order to minimise risk, give way to and keep clear of a vessel which has just left the Dock, Ballard Pier Station or any of the Harbour Wall berths until such vessel is finally clear of the Dock Channel.

(T.R. No.271 of 28-05-46 & G. of I. War Transport Deptt. letter No. S-P(43)/46 of 10-07-46.)

Pilots to obtain certificate of services performed by them.

30. A Pilot shall, on boarding a vessel, hand the Arrival/Departure Report to the Master who shall enter therein all the required particulars over his signature. The Arrival Report shall be duly filled in and returned to the Pilot before the vessel reaches Middle Ground and the Departure Report before reaching Sunk Rock.

Transporting and Anchoring Certificates shall be filled in by the Pilot and presented to the Master for signature when the duties of the Pilot are completed.

Pilots to go on board vessels in good time.

31. A Pilot about to take charge of a vessel which is outward bound, or which is about to be moved from the Dock in which she is lying, shall go on board and report himself to the Officer in command at the time appointed i.e., in sufficient time for her to be moved out of the Dock or moorings to sea or to her destination.

Pilots when on duty to carry with them their License, etc.

32. A Pilot when on duty shall always have with him a reliable watch, an official Tide Table for the Port, a copy of the Port Rules, Pilotage and Docks By-laws for the time being in force, and his License.

Pilots may leave vessels at anchor in the Harbour if not provided with proper food and sleeping accommodation.

33. A Pilot in the event of reasonable and sufficient food and sleeping accommodation not being provided for him on any vessel in his charge when at anchor in the Harbour, may leave such vessels and come on shore, after giving the Officer in command at least one hour's notice in writing of his intention to do so, and shall report the case in writing to the Deputy Conservator as soon as practicable.

Pilot to see that anchors are ready to let go.

34. A Pilot, before taking charge of a vessel outward bound, shall enquire of the Commanding Officer whether the steering gear is connected and in proper working order and direct that both the anchors be ready for letting go.

Pilots giving evidence.

35. A Pilot shall not attend to give evidence on any trial or enquiry to which he is not a party (unless under *sub-poena*) without the permission of the Deputy Conservator, and a Pilot *sub-poenaed* to give evidence shall at once report the fact in writing to the Deputy Conservator.

Pilots to give information of any alterations in navigational marks, etc.

36. A Pilot who has observed any alteration in the depth of the channels or noticed that any buoys, beacons or light vessels have driven away, broken down, damaged, or shifted from position, or become aware of any circumstance likely to affect the safety of navigation, shall forthwith send a detailed report thereof in writing to the Deputy Conservator.

Pilots to report casualties.

37. A Pilot, whenever any accident has happened to or been caused by a vessel while in his charge, shall as soon as possible, report the facts in writing in the approved form to the Deputy Conservator.

Harbour Master to regulate attendance of Pilots on vessels.

38. Pilots on shore duty shall be detailed by the Harbour Master to vessels requiring their services, and a list showing the rotation in which Pilots (having regard to their respective classes), are to be allotted to such vessels, shall be kept in the Pilots Room at the Deputy Conservator's Office.

Pilots outward duties shall commence.

39. The duties of a Pilot in regard to outward bound vessels shall commence –

(a) In Alexandra, Prince's and Victoria Docks, when the vessel is clear of the Lock or Dock Gates and the "All Clear" Signal has been given by the Dock Master.

(b) At Ballard Pier, Harbour Wall Berths and Pir Pao Jetty, when the vessel proceeds to unmoor.

(c) In the Harbour, on boarding the vessel.

Pilots outward duties shall cease.

40. The duties of a Pilot in regard to an outward bound vessel shall cease when he has piloted the vessel to the limits of the outer pilotage waters.

41. A Pilot shall ascertain the bearing and estimated distance from Colaba Point before leaving the vessels and shall enter the same in the Departure Report form.

Pilots inward duties shall commence.

42. The duties of a Pilot in regard to an inward bound vessel shall commence when he boards the vessel in any position within the Pilotage Limits of the Port.

43. A Pilot, on boarding a vessel, shall –

(a) Ascertain whether there is, or has been during the voyage, any infectious disease on board. If there is, or has been and the disease is of a serious nature as laid down in the Quarantine Rules, he will anchor the vessel in the Quarantine anchorage and hoist the Quarantine Signal and carry out the instructions contained in the Port Quarantine Rules in this respect.

- (b) Note the time, the bearing and estimated distance from Colaba Point. He will ascertain the vessel's present draft and deep load draft for entry in the Arrival Report. He will see that both anchors are clear to be let go; that the National Ensign is hoisted and the flags denoting the name of the vessels and any other signal's as required by the Port Rules from time to time, are hoisted in such a manner as to be clearly seen from the Port Signal Station.

Pilots inward duties shall cease.

- 44. The duties of a Pilot in regard to an inward bound vessel shall cease –
 - (a) In Alexandra, Prince's and Victoria Docks, when the vessel is safely entered into the Lock or Dock Entrance.
 - (b) At Ballard Pier, Harbour Wall Berths and Pire Pao Oil Jetty, when the vessel is safely moored in her berth.
 - (c) In the Harbour, when the vessel is safely anchored or moored in her berth.

Moving of vessels.

- 45. No Pilot shall move or direct the moving of any vessel within the Port from one position to another unless the following conditions are fulfilled :-
 - (a) If the vessel is under-way the Master shall be on board.
 - (b) If the Master leaves the vessel before the movement is completed, the Pilot shall direct the vessel to be anchored in such safe position as may be most easily reached by the vessel, and shall not give directions to proceed with the moving until the return of the Master to the vessel.
 - (c) Throughout the moving the number of officers and crew on board and available for duty shall be sufficient to perform any duty which may be required, and if the Pilot on boarding considers that the number is not sufficient, he shall call the Master's attention to the Port Rules and refuse to proceed with the moving unless the Master first signs a declaration under his own hand expressly assuming entire responsibility.

Note:- In the foregoing By-law providing for the Master being on board vessels entering leaving or moving in the Port, the word “Master” will be held to include the first or other officer duly authorized to act for the Master, in the event of the latter being incapacitated from performing the duties of his office.

Loss of License.

46. A Pilot losing his License shall forthwith give notice thereof to the Deputy Conservator, stating the circumstances in which the License was lost, and the Deputy Conservator shall, unless he is satisfied that the loss has been caused by the Pilot’s misconduct, issue the Pilot a temporary license pending the granting of a duplicate license by the Trustees.

Pilots to report on landing.

47. On landing, after piloting a vessel inward and/or transporting a vessel in the stream or on returning from the Pilot Vessel, a Pilot shall report without delay to the Deputy Conservator in Office by entering his name on the roster kept for this purpose for further duty.

Pilots examination of charts.

48. All Pilots will attend frequently at the Deputy Conservator’s Office to examine the latest plans and charts of the Port and other information concerning the Port.

Pilots uniform.

49. A Pilot shall supply himself at his own cost with, and wear when on duty either ashore or afloat, such uniform as may be prescribed by the Trustees.

IX. PAY AND ALLOWANCES

50. The Pay and allowances of the Officers of the Pilot Service shall be fixed from time to time by the Trustees of the Port.

X. LEAVE OF ABSENCE

Conditions of leave.

51. (1) A Pilot is entitled to the benefits of the leave rules prescribed by the Trustees and for the time being in force.
- (2) Leave cannot be claimed as a right; when the exigencies of the service so require, discretion to refuse or revoke leave of any description is reversed to the Trustees.

XI. DESCRIPTION OF PILOT VESSEL

52. The Pilot Vessel shall be painted as follows :-

White top-sides and red boot-topping
and funnel buff with a black top.

Her name on the stern and on each bow, and the word
'PILOT' amidships on each side of the vessel.

53. (a) The Pilot Vessel when on station shall keep continually flying at the main masthead during daylight a red and white flag in good condition measuring not less than 2 metres by 1.25 metres wide, the upper horizontal half of which shall be white and the lower horizontal half red and/or such other signals in accordance with the rules or law for the time being in force on the subject.

(b) During night the Pilot Vessel when on station shall exhibit lights in accordance with the rules or law for the time being in force on the subject.

*Pilot Vessel's
Cruising Ground.*

54. The Pilot Vessel will be stationed on a line with Malabar Point in transit with Colaba Point.

XII. SPECIAL PILOTAGE LICENSES TO MASTERS AND MATES OF COASTING STEAMERS.

*Definition of a
Licensed Officer.*

55. A Licensed Officer means a person lawfully appointed and licensed by the Trustees of the Port of Bombay, subject to the authorization of the Central Government, to pilot in the Port of Bombay any coasting steamer of which he is the Master or Mate.

*Definition of a
Coasting
Steamer.*

56. A Coasting Steamer shall, for the purpose of these By-laws, be held to mean a steamer not exceeding (except in special cases) 1,000 tonnes net register, trading between Bombay and other ports on the Coast of India and returning to or due to return to Bombay at an interval on each voyage not exceeding fourteen days from the time of leaving Bombay. It shall also mean a steamer not exceeding (except in special cases) 1,000 tonnes net register carrying mails between Bombay and the Persian Gulf under contract with the Central Government, provided that such steamer returns to Bombay at an interval on each voyage not exceeding sixteen days from the time of leaving Bombay.

57. Every such Pilot must obtain and hold a License issued under the signature and seal of the Trustees of the Port. Such License shall entitle him to pilot coasting steamers to and from the open sea and any part of the Harbour, and to and from any part of the Harbour to any other part thereof. No Licensed Officer shall, however, moor or anchor the vessel he is piloting in any berth in the Harbour unless such berth has been allotted to his vessel by the Deputy Conservator.
58. Every Licensed Officer shall be under the authority and direction of the Deputy Conservator in all respects relating to his duty as a Pilot, and every verbal order or instruction given by the Deputy Conservator, the Harbour Master, the Master Pilots or Dock Master s must be promptly attended to by him and carried into effect.

*Qualifying
voyages*

59. (1) A Master or Mate of a vessel applying for a Special Pilotage License shall not be examined unless he has made at least nine voyages to the Port within the twelve months immediately preceding his application for a License, of which seven of such voyages shall have been made within the six months previous to such application.
- (2) A Special Pilotage License shall be in force for one year only from the date of issue, and shall not be renewed without re-examination unless the Licensed Officer has made not less than five voyages to the Port during the twelve months immediately preceding his application for the renewal of his license. Provided, however that if by reason of the Licensed Officer being engaged in a seasonal trade, he has not made the requisite number of voyages during the twelve months prior to his application for a renewal, the Examination Committee may, if they think fit, recommend the renewal of a Special Pilotage License without re-examination.

*Subjects of
Examination.*

60. (1) A Master or Mate holding a Home Trade of Foreign-going Master's Certificate shall not receive a Special Pilotage License until he has passed an examination (before the Examination Committee), as provided by Rule 9 of these By-laws for the examination of Bombay Port Trust Pilots, with such modification as the Committee may determine.

(2) A Special Pilotage License is only applicable in respect of vessels of the company named therein, but it may, on the recommendation of the Examination Committee, be transferred without re-examination of the holder on change of Company or employment.

Certificate of Conduct

61. A Master or a Mate applying for a Special Pilotage License shall produce a certificate of conduct from the owner or owners of vessels with whom he has served during the twelve months prior to his application; he shall also produce a certificate as to his physical efficiency from a registered medical practitioner together with an approved certificate as to his efficiency in form and colour vision and, in the case of applicants who are not natural born British Subjects, a Certificate of British Naturalization.

Intervals between Examinations.

62. A candidate for examination for a Special Pilotage License will be allowed to appear at three examinations only, at intervals of not less than one month, in any six months from the date of the application.

Note :- The following fees are payable for examination, grant and renewal of a Special Pilotage License, *vide* Port and Pilotage Charges, paragraph 31:-

- (a) Fee for examination Rs. 30
- (b) License fee Rs. 5
- (c) Annual renewal of license or Rs. 5
a grant of duplicate license.

Licensed Officer not to add or alter or lend License.

63. A Licensed Officer shall not add to, or in any way alter, such license or make or alter any endorsement thereon or at any time lend such License.

He shall when unemployed deliver his license to the Deputy Conservator for safe custody and on retirement from service he shall forthwith deliver his license to the Trustees.

Attendance of Licensed Officer at the Deputy Conservator's Office.

64. A Licensed Officer shall attend at the Office of the Deputy Conservator at least once in every three months to acquaint himself with any changes which may have taken place within the Harbour and Channels and also with the By-laws and other directions made by the Trustees for the regulation of Masters or Mates holding Pilotage License.

For this purpose the latest charts, by-laws and directions will be open for inspection and the Licensed Officer shall sign his name in the Attendance Book provided for that purpose.

Quarterly return of Pilotage Services.

65. A Licensed Officer shall, within the first ten days in the months of January, April, July and October, render a return to the Deputy Conservator showing the dates and the names, draught and tonnage of the vessels piloted by him during the previous quarter.

Age limit for a Special Pilotage License.

66. No application for a Special Pilotage License will be entertained from a Master or Mate of the age of 50 years or over, and no renewal of License will be granted to a Licensed Officer after he has attained the age of 60 years. The Trustees may however in special cases restrict or extend this age limit.

Examination as to physical efficiency.

67. (1) A Licensed Officer shall from time to time, if so required by the Deputy Conservator, submit to an examination as to his physical fitness to act as a Pilot and/or for eye-sight by such tests as are for the time being prescribed by any rules issued by the Central Government regulating the grant of Certificate of Competency as Masters and Mates.

(2) If at any time a Licensed Officer becomes physically unfit to act as a Pilot or has not passed the eye-sight test prescribed by the rules, or if he has contracted habits which may affect his efficiency or trustworthiness as a Pilot, the Trustees shall have discretion to revoke or suspend his license.

Precautions to be observed.

68. A Licensed Officer who, through want of reasonable care, has allowed his vessels to ground, come into collision with another vessel, or caused damage to his vessel or to other property, shall be liable to the penalties prescribed in By-law No. 72.

Distinguishing Signal.

69. Every Licensed Officer shall exhibit such Distinguishing Signal as may be ordered by the Deputy Conservator, where it can best be seen apart from other signals.

Fees for remuneration.

70. No Licensed Officer shall be entitled to receive any remuneration from the Trustees of the Port and no Pilotage Fees or Transporting Fees shall be charged by any person other than the Trustees or be received by any Licensed Officer, and no Licensed Officer shall be entitled to the benefit of any of the Pension and Provident Fund Rules of the Port Trustees. The grant of any Special Pilot's License shall in no way prevent or prohibit any licensed general Pilot of the Port from performing any or all duties for which such Special License may have been granted.

Application of By-laws to Masters and Mates.

71. Pilotage By-laws Nos. 27,32, 36, 37 and 46 shall apply to Licensed Officers and be observed by them.

Penalty for infringement of By-laws.

72. Any Licensed Officer disobeying or infringing any of the aforesaid By-laws applicable to him shall be punished for each offence with a fine which may extend to Rs.200 or by suspension or deprivation of License, or otherwise as may be decided by the Trustees.
