

The master, agent, and owner of any vessel shall be jointly and severally liable for all the aforesaid charges, which shall be paid to the Department. The charges for special pilotage shall be paid whether special pilotage services have been actually rendered or not in all cases where the master, agent, or owner of a vessel has applied for a pilot. All outward-pilotage rates shall be paid either before or at the time of making the application, if the application for a pilot shall be made by the owner, master, or agent of the vessel. The charges for ordinary pilotage and special pilotage shall not both be made in respect of the same entry or the same departure of a vessel to or from the port. Any vessel arriving for bunker coal only—*i.e.*, coal to be used in the ship on her voyage and for no other purpose—will, on a declaration to this effect being given to the Harbourmaster by the master of the vessel, be charged half pilotage rates.

34. Pilotage is compulsory.

35. Every pilot shall duly train in the duties of a pilot any apprentice who may from time to time be appointed to him.

36. Each pilot shall be stationed at such place within the limits of his license as the Department may from time to time direct, and shall obey the orders of the Harbourmaster at all times, and no pilot shall absent himself from his station, unless on duty, without permission from the Harbourmaster.

37. Every pilot engaged on special pilotage service shall offer his services to the inward-bound ship nearest to him having a pilot signal flying, unless another ship shall be observed running into danger, in which case every exertion shall be made to board and assist the latter ship. Except in cases of emergency as aforesaid, preference shall be given to His Majesty's ships and mail-packets regularly employed in the postal service.

38. Every pilot shall carry his license with him, and shall produce it to the master of any ship boarded by him on its being demanded.

39. No master of any ship shall employ any other than a duly appointed pilot unless he has first exhibited the signal for a pilot, and a duly appointed pilot has not offered his services within a reasonable time.

40. When vessels are not in the charge of pilots performing special pilotage services, such vessels will, if the Harbourmaster considers it necessary, be piloted through the navigable channel by means of the semaphore attached to the signal flagstaff. The vessel is to be steered in the direction towards which the semaphore-arm is pointed. When the semaphore-arm is dropped the vessel is to be kept steady as she goes. No charge other than the ordinary pilotage charges will be made for the pilotage services mentioned in this by-law.

41. Pilots shall by every means in their power aid and assist ships in distress.

42. The master, agent, or owner of any ship requiring a pilot to conduct her to sea must make application in writing at least twenty-four hours previously at the Harbourmaster's office.

43. Pilots shall take vessels in or out on Sundays if required.

44. No pilot shall in any case conduct a vessel to sea until she has been regularly cleared at the Custom House and Harbour Office; and in proof of this the master shall be bound to show his clearance to the pilot if asked, and no pilot shall be bound to take a vessel to sea without seeing such clearance.

45. When a pilot is detained on board a ship longer than forty-eight hours, whether by stress of weather, quarantine, or otherwise, £1 per day shall be paid, in addition to the regular pilotage, for the first three days of such detention, commencing from the expiration of the aforesaid period of forty-eight hours, and 15s. per day as aforesaid for the remainder of such detention so long as the pilot is absent from his station; and if the said pilot has been carried to a distance, the master, owner, or agent of the ship shall further pay for his travelling-expenses in returning to his station.

46. The master of any vessel having any complaint against any pilot must report the same in writing to the Department, otherwise such complaint will not be recognized; and all complaints by any pilot or other persons connected with the harbour service shall be made in writing to the Harbourmaster, who shall forthwith forward the same to the Secretary-Manager.

47. Should any casualty occur to a vessel whilst in charge of a pilot, such pilot shall immediately report the same in writing to the Harbourmaster, stating the nature and the cause of the accident and the amount of damage (if any) apparently sustained by the vessel, and all other matters relating to the pilotage and casualty. If such casualty shall happen to any outward vessel, the pilot shall, before leaving such vessel, demand from its master a written statement concerning the casualty and the conduct and proceedings of the pilot, and such statement shall be given to the Harbourmaster. If such casualty shall happen to an

inward-bound vessel, its master shall, as soon as he conveniently can, report the same in writing, with full particulars, to the Harbourmaster.

48. The Harbourmaster shall, on receiving reports from pilots, make inquiries of the masters or officers in charge of vessels as to the correctness of the information conveyed in the pilot's report, and attach thereto any remarks he may deem applicable to each case.

49. All pilots shall answer in writing (if required) all questions put to them by the Harbourmaster, and afford every information in their power respecting the grounding, collision, or injury to the vessels.

50. The pilot, master, or other person in charge of any vessel entering, departing from, or moving within the port shall, by every means in his power, consistent with the safety of such vessel, assist every duly authorized public officer in boarding or leaving such vessel, and no person on board such vessel shall interfere with or obstruct any Government officer or pilot whilst carrying out his duties.

51. If any pilot shall be guilty of any of the offences mentioned in sections 222 and 223 of the Harbours Act, 1923, or shall fail, refuse, or neglect to do anything required by these by-laws, he shall, in addition to all the penalties and liabilities prescribed by the Harbours Act, 1923, and by these by-laws, be liable, in the discretion of the Department, to dismissal or suspension from his appointment and to have his license as a pilot withdrawn or suspended, as the Department may direct. When the Harbourmaster or his deputy acts as pilot in bringing in vessels and taking them out to sea he shall exercise every care and precaution, but the Department shall not be responsible for casualties that may occur to the vessel while under the charge of the pilot in such case.

52. For each time a vessel is berthed alongside a wharf, or alongside another vessel which is itself berthed alongside a wharf, the following berthage charges shall be paid by the master, agent, or owner of such vessel on demand to the Department's collector of dues:—

(a.) For the first fifty-one hours, per ton net register, 3d.

(b.) For each additional twenty-five hours after the first fifty-one hours, per ton net register, 1d.

(c.) For each twenty-five hours after the first 101 hours on which (weather permitting) cargo or ballast is not loaded or unloaded continuously during the usual working hours prevailing on the Westport Wharf, but not including the twenty-five hours' period on which discharging or loading is completed, per ton net register, in addition to the charge under paragraph (b) of this by-law, 1d.

(d.) Any vessel arriving within the port for the purpose of taking on board bunker coal for consumption on board such vessel, and for no other purpose, shall, on a declaration to this effect being made by the master of the vessel, be charged half berthage rates.

(e.) Minimum berthage charge, 10s.

53. The Harbourmaster shall be the sole judge as to whether the weather permits of the loading or unloading of cargo or ballast under the last preceding by-law, and no exemption from payment shall be claimed on the grounds that no cargo or ballast is available, that insufficient labourers or trucks are available, or on any other grounds whatever, save only that the weather does not permit of loading or unloading. Sundays or statutory holidays shall be absolutely excluded in computing the period for which, and the rate at which berthage charges are payable, if no cargo or ballast is loaded or unloaded on any such days.

54. Vessels bar bound or required to remain in port through stress of weather shall, if no cargo or ballast is loaded or unloaded, be free from the charges under paragraphs (b) and (c) of By-law No. 52, during the period of detention.

55. If a ship is ready to sail, and by order of the Harbourmaster is prevented from leaving within the periods as shown in By-law No. 52, the charges under paragraphs (b) or (c) of that by-law shall not be made for the period so detained.

CRANAGE.

56. The charges for the use of any steam-crane belonging to the Department shall be as follows:—

Without crane-driver, 5s. per hour or part of an hour during which the crane is actually used, with a minimum charge of 10s.

With crane-driver, 7s. 6d. per hour or part of an hour during which the crane is actually used, with a minimum charge of 15s.

Without limiting the meaning of the words "actually used," the crane shall be deemed to be actually used—(a) From the time the work starts for the purpose of getting up steam, and (b), during the time such crane is being moved towards the place it is required by the hirer, and from such place to the