

PILOTAGE BY-LAWS

—FOR THE DISTRICT OF—

Yale & New Westminster

—ESTABLISHED BY THE—

PILOTAGE AUTHORITY,

—UNDER THE—

DOMINION ACT 36 VIC., CAP. 54,

—INTITLED—

“AN ACT RESPECTING PILOTAGE, 1873”

WITH ITS SEVERAL AMENDMENTS AND SUBSEQUENT

—ORDERS IN COUNCIL.—

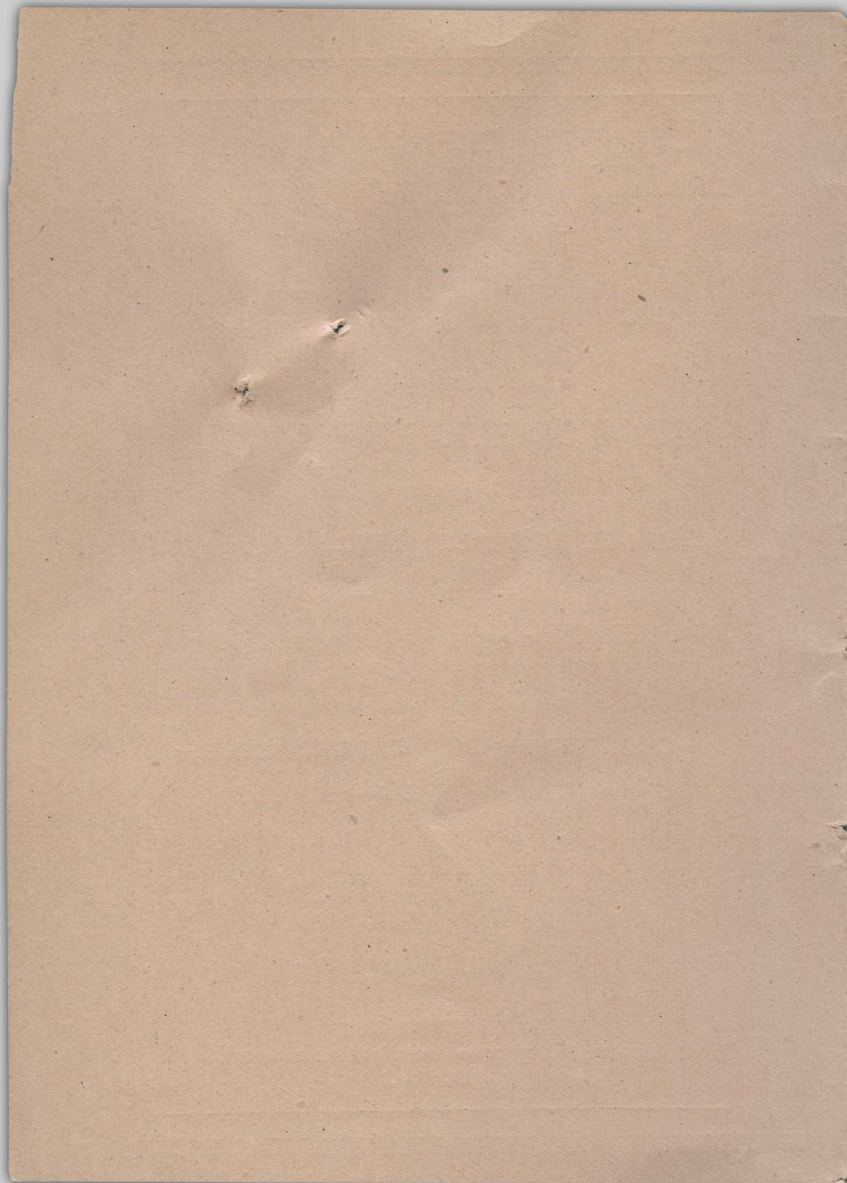
Approved Saturday, 20th day of Sept., 1890.

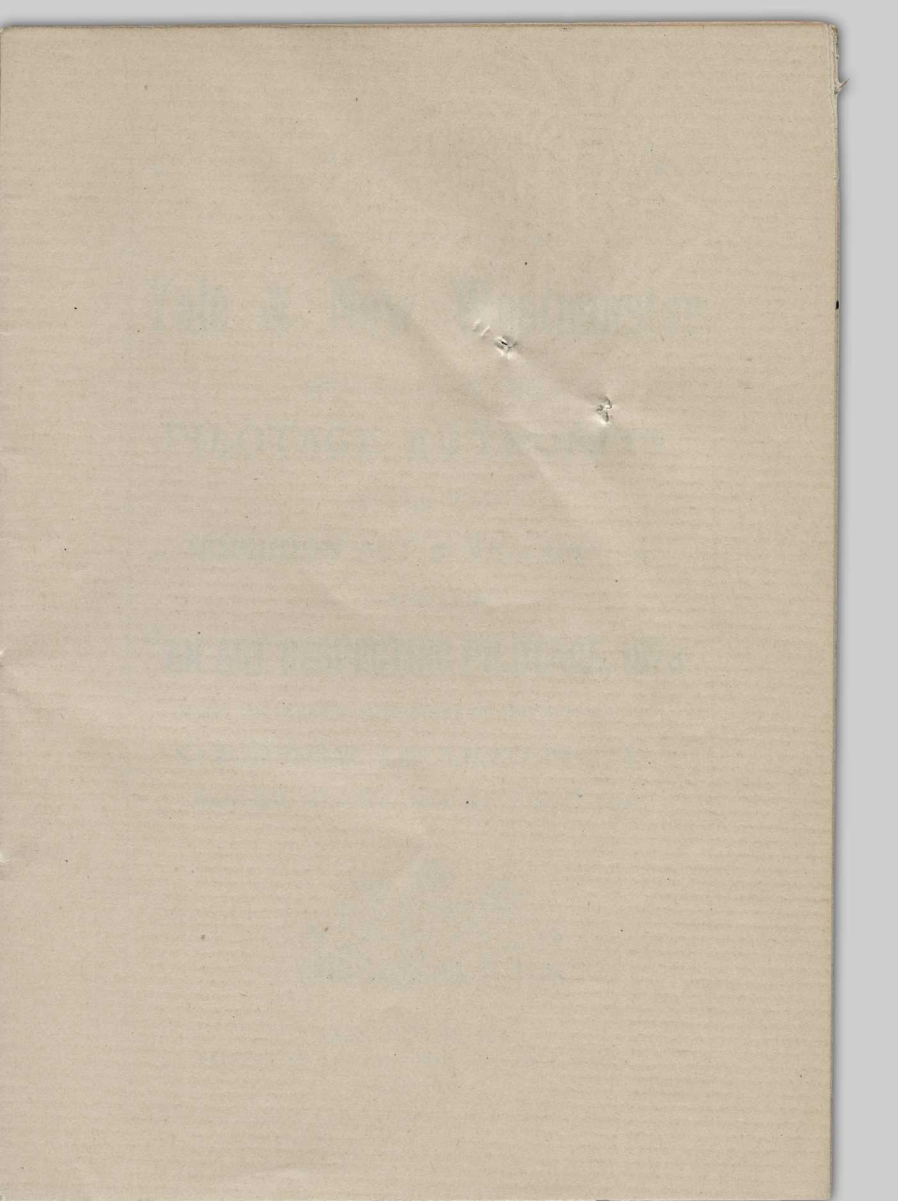


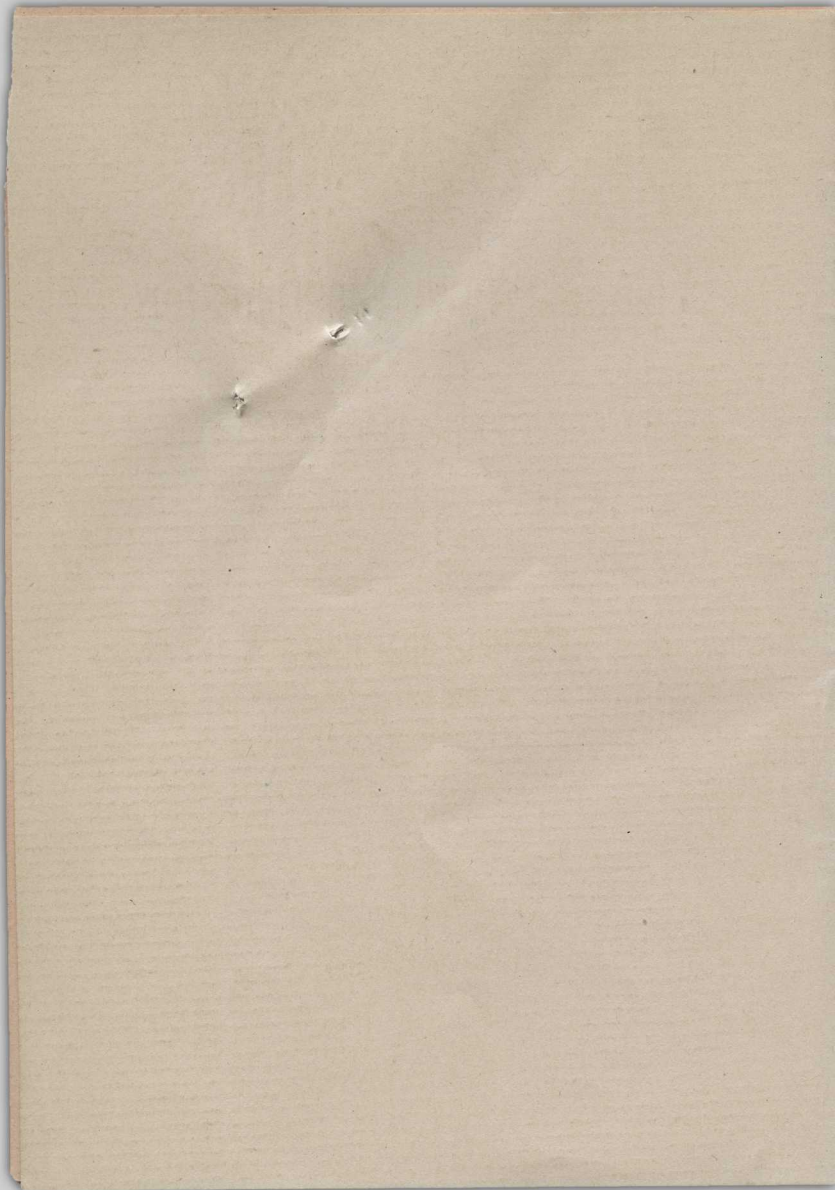
VANCOUVER, B. C.

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A.D. 1890.







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Palace By-Laws

Job & New

Palace Building

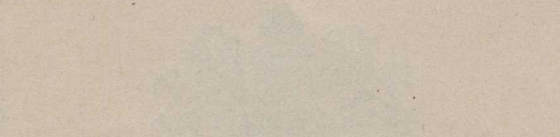
DOMINION ACT & VICE CAR

"AN ACT RESPECTING PALACE BUILDING"

THE ACT RESPECTING PALACE BUILDING

CHAPTER THE SIXTY-THREE

1871



PRINTED BY

THE QUEEN'S PRINTER

ORDER IN COUNCIL.

AT THE GOVERNMENT HOUSE AT OTTAWA.

Saturday, the 20th day of September, 1890.

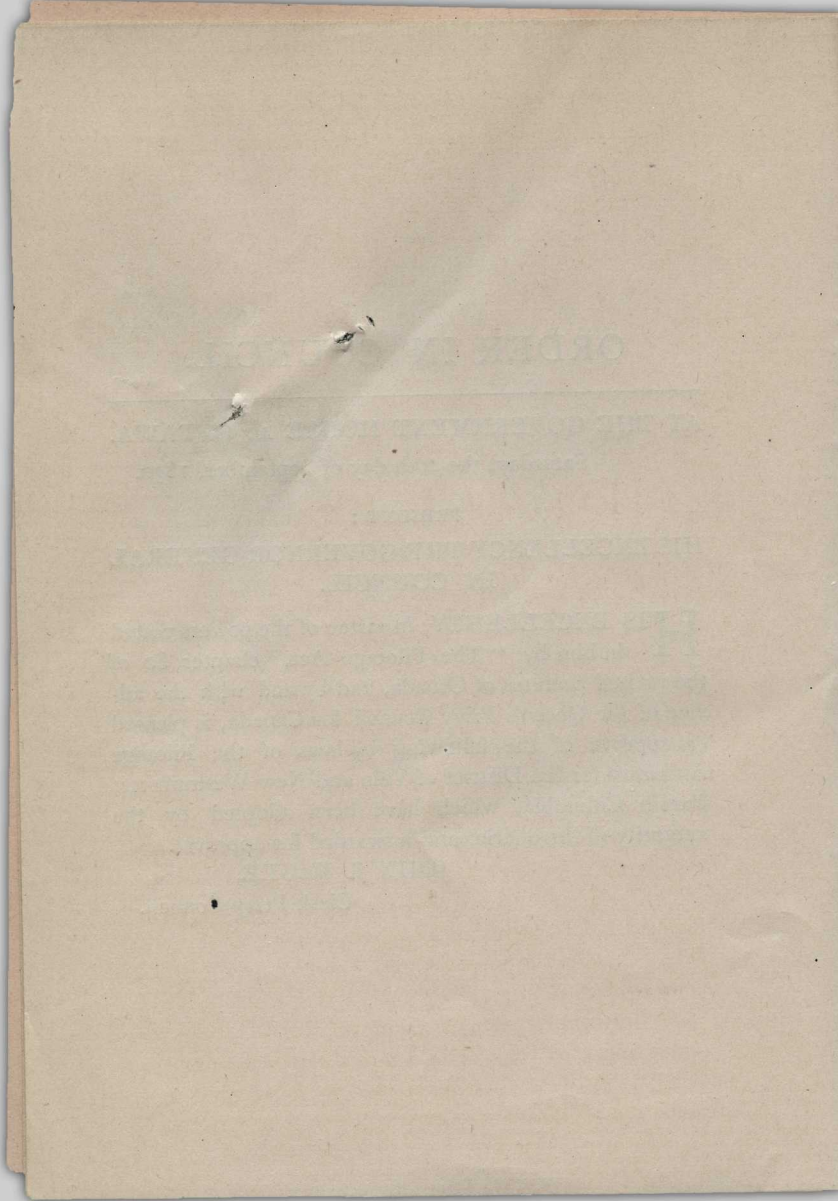
PRESENT :

HIS EXCELLENCY THE GOVERNOR-GENERAL
IN COUNCIL.

HIS EXCELLENCY, in virtue of the powers vested in him by "The Pilotage Act," chapter 80 of the revised Statutes of Canada, and by and with the advice of the Queen's Privy Council for Canada, is pleased to approve of the following by-laws of the Pilotage Authority for the District of Yale and New Westminster, British Columbia, which have been adopted by the authority of the district and forwarded for approval.

JOHN J. MCGEE,

Clerk Privy Council.



PILOTAGE BY-LAWS.

LICENSES.

1. Every person desirous of being examined with a view to obtaining a license as a pilot for the District of Yale and New Westminster, must make application in his own handwriting to the Pilotage authority of said district, and enclose the following documents :—

(a) Certificates from the masters of vessels in which he has served as to his ability as a seaman, &c.

(b) Certificates from the Board of Trade or Master Mariners Board, as master or mate (if any).

(c) Statement of services from time of first going to sea up to date.

(d) Certificates from last employer.

Such applicants as aforesaid must be British subjects of not less than twenty-five years of age (25),—must have resided not less than two years in the Province and be of

good moral character, and temperate habits.

2. Should the requirements of clause one prove satisfactory to the Pilotage Authority, the applicant will be notified to appear for examination—for the cost of which the applicant must deposit with the Pilotage Authority the sum of twenty dollars (\$20.00)—before the Examiners appointed for that purpose, who shall examine him touching his qualifications and practical knowledge of the management of squared-rigged vessels and steamers under all circumstances of wind and weather, but more particularly as to his general knowledge of the navigation and pilotage of the district.

3. If, after such examination, the candidate shall be deemed by the Pilotage Authority to be fully qualified he shall receive a temporary license and will be allowed to act as Pilot on probation for six months, at the expiration of which period, should his conduct prove satisfactory, his license will be confirmed upon payment of a license fee of \$20 (twenty dollars.)

4. Pilotage certificates may be issued by the Pilotage Authority of Yale and New Westminster Districts to masters and mates of vessels plying regularly within the waters of said districts, on application in writing to the Pilotage Authority at Burrard Inlet. Such applicants must not be less than twenty-one years of age, and on passing the necessary examination and paying a fee of one hundred dollars (\$100.00) a certificate to act as pilot for the term of twelve months will be granted, such certificate to specify the name of the vessel and the parts to and from which such vessel shall ply, and such certificates may be renewed from year to year on payment of an annual fee of one hundred dollars, as the Pilotage

Authority may think fit.

BOATS.

5. All boats to be licensed as pilot boats shall be surveyed by or on behalf of the Pilotage Authority, and if satisfactory shall be licensed for a term of twelve months on payment of a fee of five dollars each. And such boats shall renew their licenses if found satisfactory, for a term of twelve months on payment of a fee of five dollars each (\$5).

6. Licensed pilot boats shall carry one suitable boat and be equipped with one life-preserver for each pilot or person attached to said pilot boat.

7. All licensed pilot boats shall have marked numbers on their sails to be designated by the Pilotage Authority, and all licensed pilot boats that are not properly equipped shall have their licenses suspended until they are fitted and equipped to the satisfaction of the Pilotage Authority.

8. Each and every person who shall be granted a license shall be the registered owner of not less than three tons of a pilot boat.

9. No pilot's license shall be valid and effectual until he is so registered, and may be suspended or cancelled for non-compliance of foregoing section eight (8.)

10. It shall be the duty of those in charge of the pilot boat to keep a log of record of all ships or vessels spoken, their position at the time of speaking and at what hour and day, and to send to the Pilotage Authority once per month an account of the movements and the employment of the boat, specifying the service in which she has been engaged, the number of ships piloted in and out, and their draught of water, together with the name of the

pilot, and for each and every neglect to comply with this rule the boat and owner may be fined an amount not exceeding twenty dollars (\$20.00). No pilot boat shall be otherwise employed than in its legitimate business.

PORTS.

11. The ports of the Pilotage District of Vale and New Westminster shall be as follows:—

Port of Vancouver;

Port of New Westminster;

Port of Vale and the several landings on the Fraser River.

(1.) The limit of the Port of Vancouver shall be inside a line drawn from Point Atkinson to the red buoy on Spanish Bank.

(2.) The limit of the port of New Westminster shall be inside a line drawn between the outer buoys and north and south sand heads, at entrance of Fraser River.

(3.) Vessels bound inwards not spoken at or outside these lines shall be exempt from all pilotage duty, both inward and outward, unless the services of a pilot are actually employed.

DUES.

12. For vessels entering into or clearing from the port of Vancouver, the rates of pilotage shall be as follows:—

	Per foot.
Vessels under sail	\$4 00
Vessels in tow of a steamer.....	3 00

*no fine levied by Town & Harbour Board
from Jan 8 to April 1890 12 50
from 1st May 1890 -
20 50*

2 50

Vessels under steam..... I 50

~~If the services of a pilot are not required the vessels
spoken shall pay as follows :—~~

~~Per foot.~~

~~Vessel under sail or in tow of a~~

~~steamer..... \$2 00~~

~~Vessel under steam..... I 50~~

The pilotage from Cape Flattery or Royal Roads to a line drawn from Point Atkinson to the red buoy on Spanish Bank and *vice versa* is not compulsory, but if the services of a pilot are required he shall be paid the following rates, viz :—

Per foot

From Cape Flattery..... \$6 00

From Callum Bay 5 00

From Beachy Head..... 4 00

From Race Rocks or Royal Roads..... 3 00

And for vessels under steam or in tow of a steamer the following rates shall be paid :—

Per foot.

From Cape Flattery..... \$3 00

From Callum Bay 2 50

From Beachy Head..... 2 00

From Race Rocks or Royal Roads..... 1 00

New Westminster.

From the lighthouse on Fraser sand heads to New Westminster :—

	Per foot.
For vessels under sail	\$4 00
For vessels in tow of a steamer	3 00 2 50
For vessels under steam.....	1 50

From the lighthouse to Cape Flattery or Royal Roads and *vice versa* the pilotage is not compulsory, but if the services of a pilot are required he shall be paid the following rates :—

For vessels under sail—	Per foot.
From Cape Flattery.....	\$6 00
From Callum Bay.....	5 00
From Beachy Head.....	4 00
From Race Rocks or Royal Roads.....	3 00

For vessels under steam or in tow of a steamer the following rates shall be paid :—

	Per foot.
From Cape Flattery.....	\$3 00
From Callum Bay.....	2 50
From Beachy Head.....	2 00
From Race Rocks or Royal Roads. ...	1 00 1 50

13. Any fraction of a foot not exceeding six inches shall be paid for as half a foot, and any fraction of a foot exceeding six inches shall be paid for as a foot.

14. Every licensed pilot who pilots a vessel inwards shall, within one day after his arrival, report to the Pilotage Authority the arrival of such vessel and the amount of pilotage due, and shall likewise report all vessels piloted outwards.

15. The pilot who speaks or pilots a vessel inwards shall be entitled to pilot her outwards, or if he be otherwise employed then a pilot from the same boat, unless upon written complaint of the master, owner or agent of the vessel the Pilotage Authority shall see fit to direct otherwise.

16. All pilotage dues shall be paid to the Pilotage Authority by the masters of vessels, or in their default by the agents or consignees thereof. The Secretary shall keep a book wherein entries shall be made of all sums received and of all sums paid out to the pilots or on any other account.

17. Each licensed pilot shall receive all his earnings less ten per cent. to be applied for the necessary expenses the Pilotage Authority may incur.

Should ten per cent. be found insufficient a further sum shall be collected from the pilots *pro ratio*, to cover them, and should ten per cent be more than sufficient for working expenses, the balance or any portion of it not otherwise required shall, at the end of the year, be divided amongst the pilots.

18. The Pilotage Authority shall adjust all accounts and pay to each pilot the amount due to him at the expiration of every month.

19. In cases where vessels shall be in tow of a steamer the pilot on board the vessel being towed shall have command and direction of both vessels, so long as the

steamer shall be fast to the vessel being towed.

20. No licensed pilot shall be absent from duty nor be otherwise employed than as a pilot, without leave having previously been obtained from the Pilotage Authority.

21. Whenever any accident shall occur or be caused by any vessel while in charge of a pilot, it shall be the duty of such pilot forthwith after he shall have ceased to be in actual charge of such vessel to repair to the office of the Pilotage Authority and there report in writing the accident that has occurred, and pending investigation the license of such pilot shall be suspended and delivered to the Pilotage Authority ; in default of his so doing such pilot shall for each and every default forfeit and pay a penalty not exceeding twenty-five dollars (\$25.00).

22. If upon investigation of any accident to or caused by any vessel, while in charge of a pilot, it shall be found that such was occasioned by the default or negligence of the pilot in charge, he shall be liable to have his license suspended, or cancelled at the discretion of the Pilotage Authority.

23. Any licensed pilot not complying with the by-laws or evading the sense, intent or meaning of any or either of them shall be liable to a penalty not exceeding twenty-five dollars (\$25.00) for the breach of such by-law. In case of a continued breach he shall be liable to have his license withdrawn or suspended, at the discretion of the Pilotage Authority.

24. Every licensed pilot who shall refuse or neglect to appear before the Pilotage Authority after three days' notice when his attendance shall be required by them on any occasion, or who shall give any unnecessary trouble

or annoyance, or detention to masters of vessels shall, for every such offence, be liable to a penalty not exceeding twenty-five dollars (\$25.00), and also suspension or dismissal at the discretion of the Pilotage Authority.

25. All questions and disputes between pilots, masters of vessels, and others respecting the pilotage for any extra remuneration in cases of any extraordinary nature shall be submitted to the Pilot Authority to be adjudicated and decided by them, and the decision of the Pilotage Authority respecting such questions and disputes shall be final and binding on all parties.

26. Any pilot may be deprived of his license before the expiration thereof through the following causes :

1. For neglecting for fourteen days after receipt of any moneys, under or by virtue of these or any other by-laws to pay the same over to the Pilotage Authority.

2. For rendering a false account to the Pilotage Authority for pilotage received or vessels spoken.

3. For intoxication whether the same occur while in charge of a vessel, when required for duty, or for habitual drunkenness.

4. For incapacity through mental or bodily infirmity or lack of practical knowledge and ability in putting into effect the practical knowledge apparently possessed at the time of examination.

5. For refusing to pilot any vessel when ordered so to do by the secretary of the Pilotage Authority.

27. Masters of vessels requiring outward pilots must make application to the secretary of the Pilotage Authority (unless they have previously been tendered service by the pilot whose duty it is to attend to such vessel) who shall supply him with the first available pilot who may be

disengaged.

28. The Yale and New Westminster District Pilotage Authority consists of three commissioners appointed at Ottawa, two of which are a quorum to transact pilotage affairs for this district.

29. < The whole of the by-laws passed and ratified previous to this date in so far as they are inconsistent with these by-laws are hereby repealed.

C. GARDINER JOHNSON,

Secretary-Treasurer.

R. H. ALEXANDER,

Chairman.

BEN. SPRINGER.

C. G. MAJOR.



as per letter to the Hon.
the Minister of Marine
Jan 8th 1894.

Page 126. to Marine Park.

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