

MEMORANDUM  
ON THE INCORPORATION OF THE  
PILOTAGE CORPS  
INTO  
GOVERNMENT SERVICE

L-ARKIVJI NAZZJONALI TA' MALTA

MEMORANDUM FOR CABINET BY THE MINISTER OF INDUSTRIAL  
DEVELOPMENT AND TOURISM

Incorporation of the Pilotage Corps into Government Service

Attached is a memorandum on the Pilotage Service prepared by the Port Manager.

Hon. Ministers are invited to agree that the Pilotage Corps be incorporated into the Government Service, as explained in the memorandum, and that the Governor be advised to

- (i) Make the "Pilotage and Mooring Dues (Tariff) Regulations, 1962" (Appendix I);
- (ii) Make the "Pilotage Regulations, 1962" (Appendix VI);
- (iii) Declare the posts of "Berthing Master" and "Pilot" to be pensionable offices (draft Government Notices are at Appendix VII);
- (iv) Approve the Legal Notice bringing parts of the Port Ordinance, 1962, into force (Appendix VIII).

24th October, 1962.

VP

withstanding the prohibition against any person offering his services as a pilot or acting as pilot without being duly licensed contained in section 53, Admiralty Tug Masters may act as pilots on ships other than Admiralty ships, when such ships berth or unberth at Admiralty berths or are assisted by Admiralty Tugs;

- (d) regulating the manner in which and the conditions under which ships arriving shall be boarded by the pilot;
- (e) defining and regulating the use of a pilot flag;
- (f) prescribing anything that may be prescribed under this Part; and
- (g) providing that any person who contravenes or fails to comply with the provisions of any of the regulations made under this section shall be guilty of an offence and liable, on conviction, to a fine (multa) not exceeding fifty pounds.

Penalty for navigating without pilot in compulsory pilotage port and for false information

51. (1) If -
- (a) any ship, in circumstances in which pilotage is compulsory under this Ordinance, is not under the pilotage of a pilot, or
  - (b) the master of any ship refuses, to comply with any request made under section 22, or makes or is privy to any other person making any false statement in answer to such request,

the master of that ship shall be guilty of an offence, and liable on conviction to a fine (multa) not exceeding one hundred pounds.

(2) A conviction under paragraph (a) of subsection (1) shall not relieve the master of the ship from the obligation to pay the pilotage dues which would have been paid if a pilot had been employed.

Penalty for pilot endangering ship, life or limb

52. (1) Any pilot who, when piloting a ship, by wilful breach of duty, or by neglect of duty, or by reason of drunkenness -

Legal Notice No.                      of 1962.

The Ports Ordinance, 1962

1.        In exercise of the powers conferred by Section 1 of the Ports Ordinance, 1962, the Governor has appointed the ..... to be the date on which the following sections of the Ports Ordinance 1962 shall come into force:-

- (a) Section 2;
- (b) Part VII - Pilotage: from Section 17 to Section 25 both sections inclusive;
- (c) Sections 51, 52 and 53;
- (d) Section 62; and
- (e) Subsection (1) of Section 63 limitedly to Item 1 of Part I of the Third Schedule and Subsection (4) of Section 63.

- (a) does not act tending to the immediate loss, destruction or serious damage of such ship or tending immediately to endanger the life or limb of any person; or
- (b) refuses or omits to do any lawful act proper and requisite to be done by him for preserving such ship from loss, destruction or serious damage, or preserving any person from danger to life or limb,

shall be guilty of an offence and liable, on conviction, to imprisonment for a term not exceeding six months or to a fine (multa) not exceeding fifty pounds or to both such imprisonment and fine.

(2) Any pilot who contravenes or fails to comply with the provisions of section 23 shall be guilty of an offence and liable, on conviction, to a fine (ammenda) not exceeding five pounds.

53. Any person who offers his services as a pilot or acts as a pilot without being duly licensed, or whilst his licence as pilot is cancelled or suspended, and any pilot who lends his licence, or pilots ships outside the limits within which he is authorised to pilot ships or whilst under the influence of drink shall be guilty of an offence and liable, on conviction, to imprisonment for a period not exceeding one month or to a fine (multa) not exceeding fifty pounds or to both such imprisonment and fine.

Penalty for  
illegal  
piloting

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Extent of  
Ordinance

62. The provisions of this Ordinance shall not extend to or in any way affect Her Majesty's ships.

Repeals,  
amendments,  
and savings

63. (1) The enactments specified in Part I of the Third Schedule to this Ordinance shall be repealed.

(4) Any person who, immediately before the commencement of this Ordinance, holds a pilot's licence under the provisions of the Pilotage Ordinance shall, on and after that date, be deemed to be licensed as a pilot under the provisions of this Ordinance.

Cap. 144.

- (a) does not act tending to the immediate loss, destruction or serious damage of such ship or tending immediately to endanger the life or limb of any person; or
- (b) refuses or omits to do any lawful act proper and requisite to be done by him for preserving such ship from loss, destruction or serious damage, or preserving any person from danger to life or limb,

shall be guilty of an offence and liable, on conviction, to imprisonment for a term not exceeding six months or to a fine (multa) not exceeding fifty pounds or to both such imprisonment and fine.

(2) Any pilot who contravenes or fails to comply with the provisions of section 23 shall be guilty of an offence and liable, on conviction, to a fine (ammenda) not exceeding five pounds.

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Cap. 144.

L. N. of 1962.

PORTS ORDINANCE, 1962

PILOTAGE REGULATIONS, 1962

IN exercise of the powers conferred by section 25 of the Ports Ordinance, 1962, the Governor has made the following regulations:-

Commencement: ( )

Part I

Preliminary

Citation and Commencement

1. These regulations may be cited as the Pilotage Regulations, 1962, and shall come into force on the .....

Interpretation

2. (1) In these regulations, unless the context otherwise requires -

"Admiralty pilot" means a person, in the service of the Naval Authorities, appointed by them to pilot ships;

"the Boards" means the Pilotage Board set up in accordance with the provisions of section 19 of the Ordinance;

"pilot flag" means a square flag the upper half of which is white and the lower half red;

"the Superintendent" means the Superintendent of Ports;

"the Ordinance" means the Ports Ordinance, 1962.

2. In these regulations, words and phrases which occur in the Ordinance have the same meaning assigned to them by the Ordinance.

Part II / .....

## Part II

### Pilots

#### Qualifying Examinations

3. The qualifying examinations for the purposes of paragraph (a) of the proviso to subsection (1) of section 18 of the Ordinance shall be the following:-

(a) In the case of a person who is in possession of either a certificate of competency not lower than that of Second Mate (Home Trade) issued by the Ministry of Transport in the United Kingdom or a licence of padrone issued in accordance with the provisions of section 30 of the Mercantile Marine Officers Ordinance:-

- (i) a knowledge of local port traffic signals;
- (ii) a knowledge of the provisions of the Ordinance relating to pilotage;
- (iii) an ability to read, write and speak English and Maltese;

(b) in the case of a person who for a period of at least three years has served an apprenticeship in the management of ships in the Grand Harbour of Valletta and along the coasts of these Islands by serving for at least one year in a pilot mooring boat and for at least two years by going on board incoming ships and outgoing ships and on board ships moving in the Grand Harbour of Valletta on at least one hundred occasions:-

(i) a practical knowledge/.....

Cap. 40



- (i) a practical knowledge of the Collision Regulations (Ships and Aircraft on the Water) Signals of Distress (Ships) Order, 1953 of the United Kingdom (candidates will not be required to handle a sailing ship, but will be expected to recognise a sailing ship's lights and to have a knowledge of her possible manoeuvres according to the direction of the wind);
- (ii) a knowledge of how to find on a chart magnetic course and bearings and the distance between two points; to lay off courses allowing for current; to avoid dangers and to use clearing marks; to interpret from a chart the information it gives, particularly about buoys, lights, depths and nature of the bottom;
- (iii) a knowledge of distress and pilot signals, port traffic signals and the International Code of Signals;
- (iv) a knowledge of the coasts of Malta and Gozo and depths of water in their vicinity and within the ports and bays;
- (v) a knowledge of the navigation of a ship in the vicinity of the coasts of these Islands and within

their ports/ .....

their ports including a knowledge of helm orders, the use of the compass to ascertain risk of collision, marking and use of the lead line, anchors and cables, the preparations and precautions for getting under way and for anchoring operations, dragging anchor, clearing of a foul anchor, mooring, clearing of a foul hawse, carrying out an anchor with boats, and general procedure and precautions to be observed when dry-docking;

- (vi) a knowledge of the effect of propellers on the steering of a ship stopping, going astern and manoeuvring; turning circles; effects of current, wind, sea, shallows, draft; coming alongside a wharf, etc., turning a ship short round and manoeuvring in harbours; emergency manoeuvres; management of ships in stormy weather;
- (vii) a knowledge of the provisions of the Ordinance relating to pilotage;
- (viii) an ability to read, write and speak English and Maltese;
- (ix) an ability to work out the first four rules of arithmetic; and

(x) a knowledge/ .....

- (x) a knowledge of nautical technical terms:

Provided that in all cases at the time of seeking appointment in the department as a pilot a candidate shall pass:-

- (a) a medical examination to determine that he is physically fit to perform the duties of a pilot;
- (b) the form and lantern tests provided for in the Regulations for the examination for the grades of Master, Mate and for the licence to act as "Padrone", 1914.

G.N. 17  
of 1914

Minimum  
standards

4. The minimum standards required of a candidate seeking appointment in the department as pilot shall be:-

- (a) that he has passed the qualifying examinations prescribed in regulation 3 of these regulations, and
- (b) that he be not less than twenty-four years of age.

Practical  
experience  
of pilots on  
probation

5. The practical experience in the pilotage of ships in Malta which shall be required for the purposes of paragraph (c) of the proviso to subsection (1) of section 17 of the Ordinance shall consist of going with a pilot on board incoming and outgoing ships and on board moving ships in the Grand Harbour of Valletta on at least one hundred occasions:

Provided that where such practical experience is obtained within a period of less than six months, the Board may require such further practical experience as it deems fit until such period of six months expires.

6. A pilot's licence/.....

Termination  
of pilot's  
licence

6. A pilot's licence shall be terminated by the Superintendent if:-

- (a) following medical examination of the pilot the Board is satisfied that the pilot is no longer physically fit to perform the duties of a pilot, and
- (b) the appointment of the pilot in the department is terminated or comes to an end for any reason whatsoever.

Part III

Pilotage

Means of  
obtaining  
the services  
of a pilot  
and tug

7. The attendance of a pilot and, if required, a tug shall be arranged through the ship's agent:

Provided that:-

- (a) should a ship require a pilot in an emergency she shall:-
  - (i) by day, hoist the International Code "G" flag and sound "G" in morse code (i.e. two longs and a short) on her whistle or syren; and
  - (ii) by night, sound the signal specified in sub-paragraph (i) of this paragraph and also exhibit three white lights in a vertical line one above the other;
- (b) should a ship require the assistance of a tug in addition to a pilot in any emergency she shall:-
  - (i) conform with the requirements of

sub-paragraphs/.....

sub-paragraphs (i) or (ii) of paragraph (a) of this proviso; and

- (ii) sound "V" in morse code (i.e. three shorts and a long) on her whistle or syren.

Approach and boarding of pilot

8. (1) Every master shall, in order to avoid delay or accident, take the way off his ship when the pilot launch is approaching.

(2) Every master shall ensure that:-

- (a) all pilot ladders are in good repair, of modern pattern, and provided with reliable men ropes;
- (b) all pilot ladders are strongly illuminated during the hours of dusk and darkness; and
- (c) the ship has a boat rope ready rigged from position well forwarded of the pilot ladder to a position abaft the ladder.

Admiralty pilot

9. (1) Notwithstanding that the services of a pilot have been duly obtained, a ship shall also require the service of an Admiralty pilot in the following circumstances:-

- (a) where an Admiralty tug is secured and made fast alongside a ship, the latter having a pilot on board, the Admiralty pilot, shall act as pilot from the time when the tug is made fast until the time when the tug is finally cast off;
- (b) where more than one Admiralty tug is engaged by a ship, having a pilot on board,

and such/.....

and such tugs are made fast either alongside or by bow or stern lines, the Admiralty pilot shall act as pilot from the time the first tug is made fast until the last tug is finally cast off;

- (c) where a ship is to be berthed or unberthed with or without the assistance of tugs, at any Admiralty berth, having a pilot on board, the Admiralty pilot shall act as pilot from the time, which shall be advised to the master of the ship by the pilot at the time, that the ship inward bound clears the breakwater entrance, until she is made fast or, if outward bound, from the time that the operation is commenced until she is straightened up in the fairway, under control and with steerage way upon her:

Provided that:-

- (a) the Queen's Harbour Master may, whenever he deems fit, waive the need to employ an Admiralty pilot; and
- (b) notwithstanding that the services of an Admiralty pilot have been obtained, the pilot shall in all cases satisfy himself that the ship is properly moored in accordance with the circumstances prevailing at the time.
- (c) the services of an Admiralty pilot shall not be required in circumstances where a single Admiralty tug is engaged by a ship to push, even though the tug is secured

by a headline/.....

PORT MANAGER'S OFFICE  
Valletta.

18<sup>th</sup> October, 1962.

MEMO ON PILOTAGE SERVICE

Incorporation  
of the Pilot-  
age Corps  
into Govern-  
ment Service

The Pilotage Service is run by a private society formed by the members of the Corps over whom the Superintendent of Ports exercises a certain amount of control. The Corps derives its earnings from the Tariff of Pilotage Fees laid down in the Pilotage Ordinance (Cap. 144).

2. For some time it has been seen that the interest of the port would be better served if pilots were incorporated in the Government Service.

3. In 1957 Capt. A. Smith who was invited by Government to report on the organisation of the Port, was also asked to report on the Pilotage Service. He proposed that the pilots should form part of the Government and be posted to the Department charged to be the Port Authority.

4. This proposal was again taken up under the past Administration. It was accepted in principle and specific provisions were made in the estimates for the year 1961/62. Conditions of employment were drawn up and discussed with members of the Pilotage Corps and in general were accepted. Government also agreed to assume certain contractual obligations of the Corps regarding pensions.<sup>(1)</sup>

Revision of  
Pilotage  
Tariff

5. At the same time it has been recognised that the Tariff of Pilotage Fees, which has not been revised since 1947, is too low. Charges for pilotage are raised by the pilots themselves and to augment their earnings pilots charge for substantial extras and gratuities. In general these extras are accepted but when they are contested the claims cannot be enforced and the whole position is unsatisfactory.

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(1) Government will pay retired members of the Corps and dependants of deceased members will continue to receive the same pensions which would have been payable by the Corps. These liabilities are slight and will be undertaken on an ex gratia basis.

6. In 1956 the Collector of Customs, on the recommendation of the Pilotage Board, initiated action to raise the tariff and the revised tariff was subsequently approved by Executive Council but it was not implemented as at that time it was thought that the incorporation of the pilots into Government Service was very close. In 1957 Capt. A. Smith proposed a further revision.

7. The tariff here proposed (Appendix I) is based on the tariff approved in 1958 with some increases to cover the revision of salaries made since 1959. In considering this tariff the following points should be borne in mind:-

- (a) The enactment of the tariff does not constitute new taxation. The tariff lays down what payment should be made in return for pilotage and mooring services rendered to ships.
- (b) The tariff is designed to finance the pilotage service so that by taking over the Pilotage Corps the Government would not incur extra expenditure.
- (c) On paper there appear to be substantial increases. In reality, however the sums which would be payable in pilotage and mooring dues will be only little higher than the claims now being paid. On an average they consolidate and legalize the present range of pilotage charges with higher and more realistic minimum rates than the present absurdly low ones and maxima properly related to the rising tonnage of ships.

8. A statement comparing the proposed tariff with that approved in 1958 and with the one at present in force is given at Appendix II. In reading this statement, allowance should be made to the substantial extras and gratuities with which the extremely low rates have up to now been augmented.

9. At Appendix III there are given what Pilotage and Mooring dues ships of selected tonnage would pay at the rates laid down in the proposed tariff. These are compared with pilotage and mooring charges in certain British and Mediterranean ports. It is seen that the proposed tariff compares



favourably with those in force elsewhere.

Strength of  
Pilotage Corps

10. The authorised strength of the Pilotage Corps is seventeen pilots. There are at present thirteen pilots employed, one of whom is doing the work of Chief Pilot<sup>(2)</sup> (i.e. he is mainly concerned with administrative duties of the Corps), another is off sick and unlikely to be able to resume, and two have had to be retained beyond the retiring age of sixtyfive.

11. In addition there are eight boatmen, two deckhands, and two motor boat drivers.<sup>(3)</sup>

12. Appendix IV gives the age of the members of the Corps. It will be seen at once that the average age is high. The following points deserve consideration in this connection:-

- (a) The move towards incorporation originated from the Government acting on the advice of the expert.
- (b) The retiring age of pilots under the Pilotage Regulations is sixtyfive.
- (c) Recruitment has been stopped pending a decision on incorporation (see below).
- (d) There is an acute shortage of men having the required qualifications.
- (e) The older pilots have been serving the Port for a long number of years.
- (f) The position is acute and if no decision is taken to put the pilotage service on a sound basis delays in movements of ships in and out of harbour will undoubtedly occur.

13. Two of the pilots will, by reason of their age, be able to give only a few months' service. These men are members of the Corps and are in receipt of their full share of earnings as laid down in the contract binding the pilots into a private Society. It is unlikely, therefore, that the Corps would accept incorporation if these two men are left out.

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(2) The designation of this post will on incorporation be 'Berthing Master'.

(3) In addition mooring men will be employed. Provision for these men has been taken in the estimates.

On incorporation, the pilots will be asked to dissolve their contract. Obviously enough any serving pilot would resist such a move if he is not to be employed by the Government.

14. Again, one of these pilots has been sick for about four months. It is unlikely that he will be able to take up his duties. Equitable administrative arrangements can here be authorised on an 'ex gratia' basis.

15. It is proposed to waive the medical examination of serving pilots on incorporation as they were medically examined on joining the Corps as pilots.

#### Recruitment

16. An important consideration in the scheme to incorporate the Pilotage Corps is the raising of the standard of the Corps. Under the Pilotage Regulations, 1939, recruitment of pilots is limited to boatmen serving in the Corps. These are allowed to sit for a qualifying test provided certain conditions are satisfied. Seamen having qualifications in navigation are precluded from joining the Corps for the only reason that they do not have service for a number of years as boatmen in the Corps. The Pilotage Board has agreed to the raising of the professional standards and the necessary provisions to provide for the recruitment of pilots having navigational qualification have been incorporated in the new ports legislation.

17. For the reasons already mentioned there is an urgent need to recruit new pilots. Because of the age of the serving pilots the position is acute. Pilots are working unduly long hours and in the event of any further absences due to sickness serious delays to shipping will certainly occur. The risk of such delays materialising is greater in winter because in stormy weather a pilot may be carried away on a ship which he is piloting out of harbour and from which he cannot disembark.

#### Conclusion and proposals

18. The extraordinary delay in coming to a decision on the incorporation of the Pilotage Corps has led to a sense of frustration among the pilots. The situation can best be remedied by the finalization

of this scheme as recommended through past years.

This will entail:-

- (a) the enactment of Section 2 Part VII, Sections 51, 52, 53, 63(1) (limited by to the Pilotage Ordinance - Chapter 144) and 63(4) of the Ports Ordinance, 1962. (Appendix V);
- (b) the enactment of the Pilotage Ordinance, 1962 (Appendix VI);
- (c) the enactment of the Tariff of Pilotage and Mooring Dues (Appendix I);
- (d) provisions for declaring the post of Berthing Master and of Pilot to be pensionable offices in terms of the Pensions Ordinance (Chapter 143) (Appendix VII).

19. Section 63(4) of the Ports Ordinance, 1962 was drafted on the assumption that the pilots would have been incorporated prior to the enactment of the Ordinance.

In present circumstances this will call for careful timing of the incorporation and the enactment of the legislation.

As soon as all decisions (Cabinet) to enact the legislation have been taken and the Public Service Commission have authorised the incorporation of the individual pilots into Government Service the letters of appointment to each pilot can be issued to him concurrently with the enactment of the legislation.

20. The supporting legislation is necessary to enable the port to reap the benefits of incorporation and to entitle Government to collect the pilotage fees thus recouping its expenses incurred in the administration of the Corps.

LIST OF APPENDICES

- Appendix I The Pilotage & Mooring Dues (Tariff) Regulations, 1962. (Proposed Tariff).
- Appendix II Comparative statement showing existing tariff, the tariff approved in 1958, and the proposed tariff.
- Appendix III Comparative statement of pilotage charges in various ports.
- Appendix IV Ages of serving pilots.
- Appendix V Provisions of the Ports Ordinance, 1962, which will come into force on incorporation of the pilotage corps into Government Service.
- Appendix VI The Pilotage Regulations, 1962.
- Appendix VII Government Notices declaring the posts of Berthing Master and of Pilot to be pensionable offices.
- Appendix VIII Legal Notice bringing into force the provision of the Ports Ordinance, 1962, shown in Appendix V.

Legal Notice No. of 1962.

The Ports Ordinance, 1962  
Pilotage and Mooring Dues (Tariff) Regulations, 1962  
(Section 64)

Commencement: [ ]

In Exercise of the powers conferred by Section 64 of the Ports Ordinance, 1962, the Governor has made the following regulations:-

Citation

1. These regulations may be cited as the Pilotage and Mooring Dues (Tariff) Regulations, 1962.

Pilotage and Mooring Dues

2. The Pilotage and Mooring Dues to be charged in any port or for services outside any port shall be those specified in the Schedule hereto:-

Schedule of Pilotage and Mooring Dues

(Regulation 2)

1. For piloting a ship in and out of a port, excluding mooring and unmooring, there shall be a charge of -

(a) where the ship has a net registered tonnage not exceeding 500 tons	£7. 10. 0.
exceeding 500 but not 600 tons	9. 0. 0.
" 600 " " 700 "	10. 10. 0.
" 700 " " 800 "	12. 0. 0.
" 800 " " 900 "	13. 10. 0.
" 900 " " 1000 "	15. 0. 0.

(b) where the ship has a net registered tonnage exceeding 1,000 tons an additional £1. 10s. will be charged for every additional 1,000 tons or part thereof subject to a maximum charge of £30.

Provided that:

(a) where the services of an admiralty pilot are obtained by the ship, such dues shall be increased by thirty-three and a third per centum.

(b) when a ship is registered in Malta, and calls at any port in Malta on more than two occasions in any calendar month, the dues for any call after the second during that month shall be reduced by fifty per centum.

2. For piloting a ship from one port to another port - fifty per centum of the dues specified in

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paragraph 1 hereof shall be charged:

Provided that where a ship leaves a port for the purpose of undergoing trials and returns to that or another port and during such trials retains the Pilot on board, then in addition to such dues there shall be payable in respect of each two hours or part thereof that the pilot is on board £1. 0. 0.

3. For shifting berth in the same port or remooing in the same berth there shall be charged, in the case of -

- (a) a ship under its own power - twentyfive per centum of the dues specified in paragraph 1 hereof
- (b) a ship not under its own power - fifty per centum of the dues specified in para. 1 hereof:-

Provided that when such shifting of berth takes place between 6 p.m. of any day and 6 a.m. of the next day the dues specified in this paragraph shall be increased by fifty per centum.

4. For making a contact with a ship outside the Grand Harbour of Valletta when the ship is not to enter that port including any pilotage services rendered outside a port there shall be charged ... .. £4. 0. 0.

5. For mooring and unmooring a ship in connection with the services specified in paragraphs 1, 2 and 3 of this schedule there shall be charged ... .. £3. 0. 0.

6. For any other mooring service provided by the Superintendent upon request per half hour or part thereof there shall be charged ... .. £2. 0. 0.

7. If in the performance of any of the services specified in items 1 to 5 of this schedule

- (a) a pilot is detained on board the ship for piloting, mooring or unmooring the ship for any reason beyond the pilot's control or is kept in quarantine for a period longer than two hours the following additional dues shall be payable:-

- (i) from two hours to twenty-four hours per hour or part thereof ... .. £0. 5. 0.
- (ii) thereafter per twenty-four hours or part thereof ... .. £2. 0. 0.

- (b) a pilot is compelled to proceed abroad with the ship, he shall be provided with board and lodging and the expenses of the return journey and the following additional due shall be payable per day or part thereof until the pilot is returned to Malta ... .. £2. 0. 0.
- (c) a boat and crew are kept in attendance or as a result of such services is detained in quarantine at any place for longer than two hours the following additional dues shall be payable:-
- (i) from two hours to eight hours per hour or part thereof ... .. £0. 5. 0.
- (ii) from eight hours to twenty-four hours per hour or part thereof ... £0.10. 0.
- (iii) thereafter, per twenty-four hours or part thereof ... .. £1. 0. 0.

8. For any other particular pilotage or mooring services not otherwise specifically provided for in this Schedule, the dues payable shall be determined by the Superintendent who shall, as far as possible, assimilate them to the appropriate dues specified in this Schedule.

Item	Present Tariff Enacted 1947	1958 Tariff Approved but not enacted	Proposed Tariff	Remarks
1. Under 500 net registered tonnage				
Exceeding 500 but under 600 n.r.t.				
" 600 " " 700 "	£2. 0. 0.	£5. 0. 0.	£7. 10. 0.	Present Tariff rates include mooring and unmooring.
" 700 " " 800 "	£4. 0. 0.	£7. 10. 0.	£9. 0. 0.	
" 800 " " 900 "	£4. 0. 0.	£9. 0. 0.	£10. 10. 0.	1958 Tariff rates and proposed tariff rates exclude mooring and unmooring.
" 900 " " 1000 "	£5. 0. 0.	£10. 10. 0.	£12. 0. 0.	
" 1000 " " 2000 "	£5. 0. 0.	£12. 0. 0.	£13. 10. 0.	
" 2000 " " 3000 "	£6. 0. 0.	£13. 10. 0.	£15. 0. 0.	
" 3000 " " 4000 "	£6. 0. 0.	£15. 0. 0.	£16. 0. 0.	
" 4000 " " 5000 "	£7. 0. 0.	£17. 0. 0.	£17. 0. 0.	
" 5000 " " 6000 "	£7. 0. 0.	£18. 0. 0.	£18. 0. 0.	
" 6000 " " 7000 "	£8. 0. 0.	£18. 10. 0.	£19. 0. 0.	
" 7000 " " 8000 "	£8. 0. 0.	£19. 0. 0.	£19. 10. 0.	
" 8000 " " 9000 "	£8. 0. 0.	£20. 0. 0.	£20. 0. 0.	
" 9000 " " 10,000 "	£8. 0. 0.	£20. 0. 0.	£20. 0. 0.	
" 10,000 " " 11,000 "	£8. 0. 0.	£21. 0. 0.	£21. 0. 0.	
" 11,000 " " 12,000 "	£8. 0. 0.	£21. 0. 0.	£21. 0. 0.	
" 12,000 " " 13,000 "	£8. 0. 0.	£21. 0. 0.	£21. 0. 0.	
" 13,000 " " 14,000 "	£8. 0. 0.	£22. 0. 0.	£22. 0. 0.	
" 14,000 " " 15,000 "	£8. 0. 0.	£22. 0. 0.	£22. 10. 0.	
" 15,000 " " 16,000 "	£8. 0. 0.	£23. 0. 0.	£23. 0. 0.	
" 16,000 "	£8. 0. 0.	£23. 10. 0.	£23. 10. 0.	
" 16,000 "	£8. 0. 0.	£24. 0. 0.	£24. 0. 0.	
For services of Admiralty pilot locally registered ships, on third and subsequent calls within one calendar month	Add 50%	Add 50%	Add 33 1/3% to Item 1	
		Decrease 50% from Item 1	Decrease 50% from Item 1.	



Item	Present Tariff Enacted 1947	1958 Tariff Approved but not enacted	Proposed Tariff	Remarks
<p>2. Piloting ship from one port to another Grand Harbour to Marstonett Harbour</p> <p>Under 2,000 tons</p> <p>Over 2,000 tons</p> <p>From Grand Harbour or H'Kett to any point or coast or vice versa</p>	<p>£2. 0. 0.</p> <p>£3. 0. 0.</p> <p>£3. 0. 0. for first day thereafter</p> <p>£1. 0. 0. per day.</p> <p>If pilot boat is also required £9. 0. 0. for first day thereafter</p> <p>£2. 0. 0. per day.</p> <p>For return trip 50% of dues.</p>	<p>£3. 0. 0.</p> <p>£3. 0. 0. per trip</p>	<p>} 50% of Item 1</p> <p>} 50% of Item 1</p>	
<p>Pilotage of ships undergoing trials</p>	<p>- do. -</p>	<p>£3. 0. 0. per trip.</p>	<p>50% of Item 1 plus £1 for every 2 hours or part thereof that the pilot is detained on board.</p>	
<p>3. Shifting berth in same port, or re-mooring in same berth</p> <p>Ship under its own power</p> <p>Ship not under its own power</p> <p>Increase if service is required between 6 p.m. and 6 a.m.</p>	<p>£2. 0. 0.</p>	<p>£2. 0. 0.</p>	<p>25% of Item 1</p> <p>50% of Item 1</p> <p>+ 50% of above</p>	

Item	Present Tariff Enacted 1947	1958 Tariff Approved but not enacted	Proposed Tariff	Remarks
4. Contacting ship outside Grand Harbour when the ship is not to enter that port including any pilotage services outside port	£1. 10. 0. (for conveying messages only)	£3. 0. 0.	£4. 0. 0.	
5. Mooring and unmooring re services in items 1, 2, 3.	Included in Item 1.	£3. 0. 0.	£3. 0. 0.	
6. Other mooring services on request	£0. 15. 0. flat rate per service	-	£2. 0. 0. per half hour or part thereof	
7. Detention of pilot on board (piloting, mooring, unmooring, quarantine)				
(a) From 2 hrs. to 24 hrs. - thereafter per 24 hrs.	} £0. 7. 6. } per hour } or part } per 24 } hours or } part	£0. 5. 0.	£0. 5. 0.	} In addition to other } dues
(b) Pilot compelled to proceed abroad besides board, lodging and return trip	£0. 12. 0 per day	£2. 0. 0.	£2. 0. 0. per day	

Item	Present Tariff Enacted 1947	1958 Tariff Approved but not enacted	Proposed Tariff	Remarks
<p>(c) Detention of boat and crew for more than 2 hours</p> <p>Piloting ship in distress etc.</p> <p>Assistance of pilot boat in laying out of anchor inside harbour</p>	<p>determined by Pilotage Board</p> <p>first day, £3                      pilot only, £3                      thereafter per day or part £1                      Pilot boat first day £9                      thereafter per day or part £1                      (Return trip 50% of above)                      £1. 5. 0.</p>	<p>determined by Pilotage Board</p> <p>first day, £3                      pilot only, £3                      thereafter per day or part £2                      Pilot boat first day, £6                      thereafter per day or part £2</p>	<p>determined by Superintendent of Ports</p> <p>from 2 to 8 hrs. or part 5/- per hour or part thereof                      from 8 to 24 hrs. or part 10/- per hour or part thereof                      thereafter per 24 hrs. or part thereof £1.</p>	<p>The vesting of this power to Superintendent of Ports is designed to give flexibility to the charging policy and to safeguard revenue should pilots be incorporated into Government service.</p>

8. For services not specified

Item	Present Tariff Enacted 1947	1958 Tariff Approved but not enacted	Proposed Tariff	Remarks
Pilot detained in quarantine at Lazaretto per day Plus Subsistence allowance per day Crew of pilot boat detained as above, per head of crew per day Plus subsistence allowance per day Detention of pilot in quarantine anywhere else, per day Crew of pilot boat detained as above per day	6/- 3/- 4/6 2/3 £1. 12. 6. £2. 5. 0.	~~~~~ See Item 7	~~~~~ See Item 7	

## LARKIVJI NAZZJONALI TA' MALTA

## PILOTAGE CHARGES (IN and OUT Combined)

## APPENDIX III

	S.S. HENDRICKS G.R.T. - 2270 N.R.T. - 1128 Length - 330' Draft - 20'	S.S. ARIZONA G.R.T. - 5174 N.R.T. - 3106 Length - 392' Draft - 30'	S.S. FLORISTAN G.R.T. - 7368 N.R.T. - 5033 Length - 431' Draft - 28'	Tnk. HERMENIUS G.R.T. - 24838 N.R.T. - 17433 Length - 710' Draft - 36½'	Charge
MALTA	£16. 10s.	£19. 10s.	£22. 10s.	£30 (Max.)	On N.R.T.
Liverpool	£74	£111	<del>£111</del> 10s.	£137	Per foot of Draft
Glasgow	£27	£37	£42	£65	On G.R.T.
Hull	£22	£35	£44	£120	On G.R.T.
Marseilles	£14	£38	£62	£215	On N.R.T. (Day Charges)
Genoa	£ 8	£ 9. 10s.	£18	£24	(a) Charges raised on G.R.T.
Naples	£ 8	£14	£19	+ 16% for tankers	(b) These rates are increased as follows:
Catania	£ 8	£14	£19	£26	(1) From Sunrise
				+ 16% for tankers	to 8 a.m. and
				£26	from 5 p.m. to
				+ 16% for tankers	Sunset . . . . . Add 15%
					(11) At night . . . . . Add 50%
					(111) On Sundays and
					on holidays . . . . . Add 50%
Trieste	£ 7. 10s.	£14	£17. 10s.	£22. 10s.	On G.R.T.
Haifa	£36	£68	£100	£184	On N.R.T.
Casablanca	£ 7. 15s.	£17. 10s.	£39	£84	On G.R.T.
Tripoli (Libya)	£11. 5s.	£31	£42 (Max.)	£42 (Max.)	On N.R.T.
Algiers	£ 9	£22. 10s.	£37	£127	On N.R.T.
Panamaquete	£34	£40	£50 (Max.)	£50 (Max.)	On N.R.T.
Beirut	£10. 15s.	£21. 10s. (Max.)	£21. 10s. (Max.)	£21. 10s. (Max.)	On N.R.T.
Piraeus	£ 2. 15s.	£ 5. 10s.	£ 7	£ 9 (Max.)	On N.R.T.
Gibraltar	£ 4	£ 5	£ 5	£ 8	On G.R.T.

Notes: This comparative serves only as a rough guide.  
The statement is qualified by the following factors:

- (1) Only a part of the tariff - Piloting in and out - is taken into consideration.
- (2) A different service is performed in different ports and the differences is necessarily reflected in the dues charged (e.g. The pilotage service required to take a ship in Gibraltar or in Liverpool is not comparable to that provided to bring the same ship in the Grand Harbour).
- (3) The range of tonnage within which the most frequent callers lie may vary in different ports. It is this range which forms the main stay of the tariff financing the pilotage service and the dues are drawn in such a way as to yield adequate returns. For the port of Malta this critical range is between 1000 and 3000 N.R.T.

APPENDIX IV

## PILOTS - AGE

Name	Date of Birth	Age on 31.10.62		Remarks
		<u>Years</u>	<u>Months</u>	
Attard Clo.	15. 3.1902	60	7	
Attard Francis	11. 3.1898	64	7	
Attard Jos.	2. 6.1909	53	5	
Attard Louis	26.10.1901	61		
Attard Paul	24. 6.1907	55	4	
Darmanin Emle	3.12.1902	59	11	
Galea Francis	7. 6.1905	57	5	
Grixti Lawrence	13. 9.1920	42	2	
Magri John	17.10.1917	45		
Mizzi Emle	4. 5.1898	64	6	Has been sick for about 4 months
Salerno Vincent	10. 2.1913	49	8	
Darmanin A.	28. 3.1894	63	7	Retained in Service beyond retiring age
Attard Lawrence	15. 3.1897	65	7	