

**new Mangalore Port Trust  
(Authorisation of Pilots)  
Regulations, 1980**

**(As on 30.11.2007)**

# MINISTRY OF SHIPPING AND TRANSPORT

(Ports Wing)

## NOTIFICATIONS

New Delhi, the 28th March, 1980

G. S. R. 145(E):— In exercise of the powers conferred by the proviso to sub-section (1) of section 24, read with section 28 and section 126, of the Major Port Trusts Act, 1963 (38 of 1963) the Central Government hereby makes the following regulations, namely :—

1. Short title and Commencement.— (1) These regulations may be called the New Mangalore Port (Authorisation of Pilots) Regulations 1980.  
(2) They shall come into force on the first day of April, 1980.
2. Definitions:— In these regulations, unless the context otherwise requires :—
  - (a) "Board", "Chairman" and "Deputy Chairman" shall have the meanings assigned to them in the Major Port Trust Act, 1963 (38 of 1963);
  - (b) "Deputy Conservator" means the Deputy Conservator of the Port and the officer in whom the direction and management of pilotage are vested;
  - (c) "Harbour Master" means the officer appointed as such by the Board to perform such duties as may, from time to time, be assigned to him by the Deputy Conservator;
  - (d) "limits of compulsory pilotage waters" means the limits defined in relation to the Port under sub-section (2) of section 4 of the Indian Ports Act, 1908 (15 of 1908);
  - (e) "pilot" means a person lawfully appointed and licensed as such by the Board subject to the authorisation of the Central Government, to pilot in the Port any vessel as directed by the Deputy Conservator or Harbour Master;
  - (f) "Port" means the Port of New Mangalore.
3. Harbour Master's Control over Pilots :— The Harbour Master shall have control over pilots in pilotage charge of vessels while entering or leaving the Port or mooring or berthing or unberthing at any berth in the Port.

4. Pilots to be Licenced:— (1) Every pilot shall hold a licence to perform the duties of a pilot for the Port of New Mangalore and such licence, subject to the sanction of the Central Government, may be issued and be revocable by the Board.

(2) A pilot severing his connection with the Board shall forthwith deliver his licence to the Board.

5. Conditions for Joining the Pilot Service:— A person shall not be licensed as a Pilot unless and until he satisfies the Board that he fulfils the following conditions, namely :—

- (a) the conditions of eligibility laid down in sub-regulations (1) and (2) of regulation 15 of the New Mangalore Port Employees (Recruitment, Seniority and Promotion) Regulation, 1980;
- (b) that on the date of appointment as a Probationer Pilot, he is of an age not below 24 years and not exceeding 45 years (relaxable for Government servants) unless otherwise relaxed by the Board; and
- (c) that he possesses the qualifications specified in regulation 6.

6. Qualifications of Candidates :— A candidate for a Pilotage Licence shall—

- (a) be in possession of a Certificate of Competency as Master (Foreign-going) granted by the Government of India or its equivalent certificate, and should have preferably experience of at least six months as First Mate on a foreign-going ship;
- (b) obtain a certificate of physical fitness from such medical authority as may be specified by the Board for the purpose;
- (c) produce certificates of good character and sobriety;
- (d) unless the Board otherwise determines, serve a period of probationary training of not less than 3 months; and on completion of the training probationer may, if recommended by the Harbour Master and subject to the approval of the Deputy Conservator, apply to be examined as to his qualifications to pilot ships;

7. Subjects of Examination— The subjects for the examination referred to clause (d) of sub-regulation (1) of regulation 6 shall include following, namely :—

- (i) regulations and rules relating to navigation in the port;
- (ii) the course and distance between any two places within the Port;

- (iii) the ebb and flow of tides;
- (iv) the depth and character of soundings;
- (v) the anchorage, rocks, shoals and other dangers, the land marks buoys and beacons and lights within the Port;
- (vi) the management of ships and steamers, how to bring them to anchor and to keep them clear on their anchors in a tideway;
- (vii) to handle a vessel under all conditions;
- (viii) to moor, unmoor and get under-way;
- (ix) Harbour Craft Rules of the Port;
- (x) Safety Rules of the Port;
- (xi) Quarantine Rules;
- (xii) The Indian Ports Act, 1908 (15 of 1908), and the Major Port Trusts Act, 1963 (38 of 1963); and
- (xiii) such other subjects as may be determined by the Examination Committee referred to in regulation 8 in this behalf.

8. Examination Committee:— The examination shall be conducted in the manner prescribed by the Board by an Examination Committee constituted as follows—

- (1) the Deputy Conservator (Chairman);
- (2) the Harbour Master, and in his absence, another marine officer nominated by the Chairman;
- (3) a master of a Foreign-going ship;

9. Failure to Pass an Examination:— In the event of a probationer failing to pass the specified examination within nine months of his appointment, he shall be liable to be discharged.

10. Pilot's Distinguishing Flag:— (1) Each pilot shall be provided with a distinguishing flag, which is to be hoisted on the vessel while in his charge in a position where it can best be seen distinct from other signals.

(2) A similar flag hoisted at the signal station shall be used in communicating with the vessel when the pilot is on board.

(3) Notwithstanding anything contained in sub-regulations (1) and (2), the Pilot shall also maintain VHF communication with the Port Control and obey all instructions conveyed from the Port Control.

11. Pilot to Obey Order of the Authority.— A pilot shall obey and execute all lawful orders and regulations given or issued by the Board, the Deputy Conservator and the Harbour Master.

12. Pilot's Behaviour :— (1) Every pilot shall at all times exercise strict sobriety and shall throughout the time he is in charge of a vessel, use his utmost care and diligence for her safety, the safety of all other vessels in the proximity and all Port property, installations and crafts.

(2) Every pilot shall, when necessary, keep the lead, Echosounder, Radar and or any other navigational aid going while the vessel is under-way and shall not lay the vessel aground without a written order from the owner, Master or Officer in-command of the vessel.

(3) Notwithstanding the provisions contained in sub-regulation (2), the pilot shall take such appropriate action in the special circumstances of the case as may be necessary to safeguard the Port, all Port property, installations, navigational channel, other ships and crafts in the Port in the larger interests of the Port and her users.

13. Pilots' behaviour towards master of the Vessel etc :— (1) A pilot shall show due civility to the owner, Master and Officers of any vessel under his charge.

(2) The Pilot shall bring to the attention of the Deputy Conservator or Harbour Master any instances, when the Master or Officer-in-command behaved in an uncivil manner.

14. Pilots to obtain certificate of services performed by them :— (1) A pilot shall, on boarding a vessel, hand the Arrival Report or Departure Report as the case may be, to the Master, who shall enter in the report all the required particulars over his signature.

(2) 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.

15. Pilots to go on Board Vessels in good time :— A pilot about to take charge of a vessel which is outward bound, or which is about to be moved from the berth in which she is lying, shall go on board and report himself to the Master or Officer-in-command at the time appointed for such reporting and the pilot shall comply with the rules in force on the subject at the Port.

16. Pilots when on duty to carry with them their licence etc :— A pilot when on duty shall always have with him his licence, an official Tide Table for the Port, a copy of the Port of New Mangalore Rules, 1976 and these regulation for the time being in force.

17. Provision for accommodation and Food :— (1) A pilot shall, if necessary, be provided with reasonable accommodation, and shall be supplied with breakfast between 7 A. M. and 9 A. M., lunch between 12 noon and 2 P. M. and dinner between 6 P. M. and 8 P. M. (L.S.T.).

(2) The pilot may leave the vessel at anchor or alongside in the harbour and go for his meals if not provided with food and shall bring this matter to the notice of the Deputy Conservator or Harbour Master.

18. Pilots to see that Anchors are Ready to let go :— A pilot, before taking charge of an outward-bound vessel, shall enquire the Master or Officer-in-charge of the vessel that the vessel is in readiness in all respects with regard to her engines, steering gear, Telegraph, Windless mooring winches, navigational lights and signals, whistle or siren for sound signals and also that anchors are got ready to be let gone instantly.

19. Pilots giving evidence :— A pilot shall not attend to give evidence on any trial or inquiry to which he is not a party unless under sub-poena without the permission of the Deputy conservator, and a pilot under sub-poena to give evidence shall forthwith report the fact in writing to the Deputy Conservator.

20. Pilots to give information of any alternations in Navigational Marks, etc. :— A pilot who has observed any alternation in the Depth of the channels or noticed that any buoys, beacons of light vessels have been driven away, broken down, damaged or shifted from position or become aware of any circumstances likely to affect the safety of navigation, shall forthwith send a detailed report thereof in writing to the Deputy Conservator and Harbour Master and the same may be recorded in the Harbour Master's Log Book also.

21. **Pilots to Report Casualties:**— A pilot shall, immediately after the occurrence of any accident involving any vessel in his charge, report the facts relating to the accident to the Deputy Conservator or the Harbour Master as soon as possible followed by a report in writing to the Deputy Conservator through the Harbour Master, with all details of damages, reasons for the accident and the responsibility for the same within 24 hours of the occurrence.

22. **Harbour Master to regulate attendance of pilots on vessels:**— 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 office of the Deputy Conservator or Harbour Master.

23. **Commencement of Pilot's duties in regard to outward bound vessel:**— The duties of a pilot in regard to an outward-bound vessel shall commence from the time "Stations" are called and the pilot has proceeded to the navigational bridge for the purposes of piloting the outward-bound vessel to sea from the wharf, pier, berth, jetty or anchorage as the case may be.

24. **Termination of Pilot's duties in regard to outward-bound vessel:**— The duties of a pilot in regard to an outward-bound vessel shall cease when he has piloted the vessel:

(i) to the limits of the compulsory pilotage waters, or

(ii) to such a position that the Master or Officer-in-command does not consider it necessary to engage the services of the pilot any more and the pilot also in his opinion feels that in the prevailing circumstances the Master or Officer-in-Command can safely take the vessel out to sea.

25. **Commencement of Pilot's duties in regard to inward-bound vessel:**— The duties of a pilot in regard to an inward-bound vessel shall commence after he has boarded the vessel and proceeded to the navigational bridge and taken charge from the Master for the purposes of piloting the vessel inward into the harbour and when the said vessel enters the compulsory pilotage limits of the port.

26. **Action to be taken by a Pilot on boarding a vessel:**— A pilot, on boarding the vessel, shall:—

(a) ascertain whether there is, or has been during the voyage, any infectious diseases of the nature specified in the Rules relating to Quarantine for the time being in force in the Port among the persons on board the vessel; and if there

is or has been any such disease he shall anchor the vessel, hoist the quarantine signal and carry out the instructions contained in the said rules in this behalf;

- (b) ascertain the vessel's present draft and see that both anchors are clear to be let gone; see that the National Ensign is hoisted and that the flags denoting the name of the vessel and any other signals, as required under the Port of New Mangalore Rules, 1976, from time to time, are hoisted in such a manner as to be clearly seen from the Port Signal Station.

**27. Termination of Pilot's duties in regard to inward-bound vessel:—**

The duties of a pilot in regard to any inward-bound vessel shall cease when the vessel is safely moored or anchored at any wharf, pier, berth, jetty or anchorage, as the case may be.

**28. Moving of vessels:—** (1) No pilot shall, where the vessel is under way, move or direct the moving of any vessel within the Port from one position to another unless the Master is on board.

(2) Where 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 Master, and shall not give directions to proceed with the moving until the return of the Master to the vessel.

(3) Throughout the moving of the vessel, the number of officers and crew on board and available for duty shall not be less than the number sufficient to perform any duty which may be required; and if the pilot on boarding the vessel considers that the number is not sufficient, he shall invite the Master's attention to the Port of New Mangalore Rules, 1976 and refuse to proceed with the moving.

**Explanation:—** In this regulation, the expression 'Master' shall include the first or other officers duly authorised to act for the Master in the event of the Master being incapacitated from performing the duties of his office.

**29. Loss of Licence:—** A pilot losing his licence shall forthwith give notice in that behalf to the Deputy Conservator, stating the circumstances in which the licence was lost and the Deputy Conservator, shall, unless he is satisfied that the loss has not been caused by the pilot's misconduct, issue the pilot a temporary licence pending the grant of a duplicate licence by the Board.



30. Pilot's Examination of Charts:— Every pilot shall attend the office of the Deputy Conservator or the Harbour Master to acquaint himself with the latest plans and charts of the Port and ascertain any other information concerning the Port and also fill up the Harbour Master's Log Book on completion of his pilotage duties every day.

31. Pilot's Uniform:— A pilot shall wear when on duty such uniform as may be specified by the Board.

32. Interpretation:— If any question arises as to the interpretation of these regulations, the same shall be referred to the Board for its decision.

Foot Note: Principal Regulations published in the Gazette of India vide GSR No. 145 (E) dated 28-3-1980.