

establishment of joint or identical rates, charges, and any other conditions or terms for services by registered pilots in the waters of the Great Lakes.

The Canada Shipping Act was amended by the addition thereto of Part VI.A, entitled "Great Lakes Pilotage," by an Act to amend the Canada Shipping Act, being Ch. 40 of the statutes of Canada, assented to August 1, 1960.

The said Part VI.A provides, inter alia, for the following:

The designation of those portions of the Canadian waters of the Great Lakes Basin within which vessels of 250 gross tons or over shall not be operated unless the vessel is piloted by a registered pilot.

The definition of "registered pilot" as being a person not belonging to a ship who has the conduct thereof and who is registered as pilot either by the Secretary of Commerce of the United States of America or pursuant to regulations made by the Governor in Council.

Pilotage requirements in respect of other than designated waters.

The authority given to U.S. registered pilots or persons holding licenses issued by the Government of the United States in respect of the Canadian waters of the Great Lakes Basin to extend only so long as similar authority is given by the Government of the United States to Canadian registered pilots or other qualified officers in respect of the U.S. waters of the Great Lakes Basin.

Certain exemptions in respect of the said pilotage requirements.

The Governor in Council to make regulations, inter alia, designating portions of the Canadian waters of the Great Lakes Basin as designated waters.

The Governor in Council has by Regulation designated the following Canadian waters of the Great Lakes Basin as designated waters:

- (1) The Canadian waters of the River St. Lawrence from the boundary between the United States and Canada where it crosses the navigable channel of the River St. Lawrence near St. Regis in the Province of Quebec to a line drawn from Carruthers Point Light in Kingston Harbour, Ontario, on a true bearing of 127° through Wolfe Island South Side Light and extended to the shore of the State of New York.
- (2) The Welland Canal, and the Canadian waters of Lake Erie westward of a line running approximately 206° True from Southeast Shoal Light to Sandusky Pierhead Light at Cedar Point in the State of Ohio. The Canadian waters of the connecting channels between Lake Erie and Lake Huron.
- (3) The Canadian waters of St. Marys River connecting Lake Huron and Lake Superior as far as, in the northern approach, a line drawn approximately by 020° True from Point Iroquois Light to the westward tangent of Jackson Island.

In recognition of the need for cooperation with respect to pilotage services on the Great Lakes, the Minister of Transport of Canada and the Secretary of Commerce of the United States agreed to recommend to their respective Governments the arrangements set forth in a Memorandum of Arrangements of May 1, 1961. This Memorandum of Arrangements was incorporated in the terms of an agreement between the two Governments by an exchange of notes on May 5, 1961. This Memorandum of Arrangements was subsequently amended effective October 15, 1962, April 29, 1963 and July 29, 1963.

It has been mutually recognized from experience gained in the intervening period since May 1, 1961, that a general revision of the Memorandum is necessary and desirable to provide a more efficient and effective pilotage service and promote uniformity in administration by each Government. The Minister of Transport and the Secretary of Commerce have therefore agreed to recommend