

Rules under:—

Inland Steam Vessels Act, 1917 (Central Act 1 of 1917)

1. The Inland Steam Vessels (Construction and Survey) Rules, **1965**; (Published in the Government Gazette. Series I No. 23 dated 2-9-1965).
2. **The** Inland Vessels (Construction and Survey) (Amendment) **Rules, 1998**; (Published in the Official Gazette, Series I No. 42 dated 14-1-1999).
3. The Inland Vessels (Construction and Survey) (Amendment) **Rules, 1999**; (Published in the Official Gazette, Series I No. 29 dated 14-10-1999).
4. The Goa Inland Vessels (Construction and Survey) (**Third Amendment**) Rules, **2014**; (Published in the Official Gazette, Series I No. 15 dated 10-7-2014).
5. The **Goa** Inland Vessels (Construction and Survey) (Fourth Amendment) Rules, **2017**; (Published in the Official Gazette. Series I No. 14 dated 6-7-2017) and come into force from the date of publications.

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GOVERNMENT OF GOA, DAMAN AND DIU

Secretariat

Industries and Labour Department

Notification

I&L/1545/65/3904

In exercise of the powers conferred by Sections 19, 52 and 67 of the Inland Steam Vessels Act (Act I of 1917) the Government of Goa, Daman and Diu is pleased to promulgate the following Survey Rules for Inland Steam (motor) vessels, with effect from 1-9-1965.

RULES

Part I

General

1. Short title and application. — (i) These Rules may be called the Inland¹[omitted] Vessels (Construction and Survey) Rules, 1965.

(ii) These Rules shall apply to all steam and motor vessels which ply in the Inland waters of Goa, Daman and Diu and within such limits of Ports and harbours as may be promulgated in the Official Gazette from time to time. The following areas have been declared to be Inland Waters under the said act:

(a) Tidal waters of the ports of Mormugao and Panjim and rivers leading into it that are to the East of an imaginary line drawn from signal station on the Mormugao Headland to light house on the Ilha Grande and further to Aguada Lighthouse, during the period of fair weather season from 16th of September to 20th of May.

(b) Tidal waters of Mormugao harbour and rivers leading into it that are to the East of an imaginary line drawn from the signal station on the Mormugao Headland to Dona Paula observation tower during the period of foul season from 21st May to 15th September.

(c) Tidal waters of the port of Panjim and rivers leading into it that are to the East of an imaginary line drawn from the Marca-Tejo Lighthouse on the South Bank of the Mandovi river to Reis Magos Lighthouse on the North Bank, during the period of foul season from 21st May to 15th September.

(d) Tidal waters of the:-

Tiracol River, Chapora River, Sal River and Talpona River.

2. Definitions.— (i) “The Act” means the Inland²[omitted] Vessels Act (Act I of 1917).

(ii) “Surveyor” means a Surveyor appointed under Section 4 of the Act.

(iii) “Government” means the State Government of the Union Territory of Goa, Daman and Diu.

¹The word “*Steam*” omitted vide Amendment Rules, 2014.

²The word “*Steam*” omitted vide (Amendment) Rules, 2014.

(iv) “Inland Vessel” means any mechanically propelled vessel plying in the Inland Waters of Goa, Daman and Diu.

(v) “Length” means length measured from the forward side of the steam to the after side of the stern post at the level of the upper deck.

(vi) “Fair Season” is from 16th September to 20th May. “Foul Season” is from 21st May to 15th September.

(vii) “Approved life-buoy” shall be deemed sufficient to provide buoyance for two persons;

(viii) “Buoyant apparatus” shall mean rectangular rafts fitted with buoyancy tanks of yellow metal or copper sufficient to support up to fourteen persons in the water; and shall include buoyant deck seats.

³[(ix) “Dynamically supported Craft” means a craft which is operable on or above water and which has characteristics different from those of conventional displacement ships to which the exiting International Conventions, particularly the safety and Load Line Conventions apply.]

Other terms wherever occurring have the same meaning as defined in the Act.

PART II

Construction

3. Strength of Hull.—(i) The strength of the hull structure of **every** inland vessel is to be adequate for the intended service. Scantlings approved by Classification Societies to be accepted.

(ii) Vessels intended for the carriage in bulk of petroleum and petroleum products are required to comply with the Indian Petroleum Act, 1934 (Act XXX of 1934) and the rules made there under.

4. Bulkheads.—(i) An inland vessel shall have at least three efficient watertight bulkheads— one on either side of the engine room, and a collision bulkhead forward. Vessels over 30 ft. in length should have provision for enclosing the stern tube watertight. In vessels (whether constructed of wood or steel) fitted with internal combustion engines bulkheads separating the machinery space from the accommodation must be made of steel. In small open boats, however, a wood bulkhead may be accepted subject it being lined against fire hazards to the satisfaction of the Surveyor.

(ii) All bulkheads must be maintained watertight; Shafts or pipes passing through should be fitted with watertight bulkhead glands and stuffing boxes.

(iii) To be strong enough to add to the transverse strength of vessels.

5. Sub-division. — (i) Vessels over 60ft. in length are required to be efficiently sub-divided. Calculations to be submitted to the Captain of Ports, Panjim.

(ii) Other vessels to have reasonable sub-division.

³ Inserted by the (Amendment) Rules, 1998; published in the O.G., Series I No. 42 dated 14-1-1999.

(iii) Vessel for larger number of passengers say over 100 to be specially considered.

6. Deck openings and Hatch openings.—All openings in the main deck should be constructed of adequate strength and should be properly fitted. Hatch openings should be provided with hatch covers (made of wood or other material) of adequate strength and should be capable of being battened down.

7. Side Scuttles.—Side scuttles fitted below the deck must be of non-opening type.

8. Flooring.—**Flooring** must be provided throughout the vessel. It must be removable to allow for clearing and inspection, and must allow rapid drainage of water to the bilges. Drain plugs in the skin of the vessel will not be permitted.

9. Position of Helmsman.—Provision must be made in all vessels, whether or not fitted with raised decks or similar obstructions, for the helmsman to have a clear view for safe navigation

10. Height of Sides and Rails.—In open vessels the top of the gunwale, covering board or washstrake, or the upper edge of the half deck at side as the case may be, should be not less than 20" above the flooring boards in the case of vessels 20' in length or less, and not less than 36" in the case of vessels 40ft. in length or more. For lengths between 20 and 40ft. the height should be in proportion. When the height from the top of the covering board is less than that stated above, a wash board or rail is to be fitted above the covering board in such a position that the top of the rail is at least the required height above the flooring boards. Decked motor launches are to be provided with bulwarks or rails not less than 3'3" in height and the rails should not be more than 9" apart unless strong netting is provided. In vessels over 60ft. In length, the height of side rails should be 3ft. 6".

11. Freeboard.—(i) when the vessel is loaded with weights representing full number of passengers and crew at 140 lbs. for each person, and when all the necessary fuel and stores, freshwater provisions, etc. is on board, the clear height of side above water, at the lowest point is not to be less than 15" for vessels 20 ft. in length or less and 30 inches for vessels 60 feet in length and over. For lengths between 20 and 60 ft. the height should be in proportion for bigger vessels freeboard to be specially considered.

(ii) The freeboard of vessels permitted to ply during the foul season is to be 1' times as calculated above.

(iii) The freeboard of cargo carrying and towing vessels is to be sufficient for the intended service after taking the strength and other safety factors into consideration.

(iv) The free board as calculated above is to be marked as follows:

Freeboard from Deck line to Load line

Fair Season ... inches or millimeters. Upper edge of line through centre of disc.

Foul Season ... inches or millimeters. Upper edge of line through centre of disc.

Allowance for fresh water of all free boards 2"

This freeboard is for saltwater.

12. Stability. —An including experiment must be carried out to determine the elements of stability. In order to determine G. M. accurately hydrostatic curves are to be submitted.

13. Twin Screws. —Inland vessels over 60 ft. in length carrying **passengers** should be fitted with twin screws. If in any special case an owner does not propose to do so, the case should be referred to the Captain of Ports, Panjim.

PART III

Boilers and machinery

14. Submission of plans.— On first survey of a vessel, full particulars of the general arrangements of machinery, boilers (if any) fuel tanks, engine casings, means of prevention of spread of oil from the machinery space, capacity of fuel tanks, bilge pumping arrangements, firefighting equipment together with any other plans the Surveyor may require, should be submitted for approval.

15. Boilers.—Steam boilers should comply with the requirements contained in the Indian Merchant Shipping (Construction and Survey of Passenger Steamers) Rules, as amended from time to time.

16. Internal Combustion Engines.—Internal combustion engines should be of approved design.

17. Nature of Fuel.—Internal combustion engines are to have as their fuel paraffin, diesel or a heavy oil but *not* petrol.

18. Propeller Shafts Propeller shafts are to be manufactured from tested material. They should be in general, comply with the Indian Merchant Shipping (Construction and Survey of Passenger Steamers) Rules. Material tests of bronze shafts are to be carried out.

19. Fencing of Moving Parts.— All machinery in an inland vessel shall be adequately fenced in or be provided with suitable protection so as to preclude any passenger or crew from coming in contact with a moving part or otherwise sustain injury.

20. Trials.—After the installation of the propelling machinery, running and manoeuvring trial under service conditions are to be witnessed by the surveyor to his satisfaction before the Declaration of Survey is issued. Vessel to have reasonable fore and aft directional stability specially while astern running.

21. Motor Compartment: Construction, Ventilations etc.—(i) If the motors and fuel tanks are situated below deck and oil of flash point lower than 150°F. is used, the motor and fuel tanks must be enclosed in separate watertight and well ventilated compartments, in which no stove or other similar heating apparatus is to be placed. Each compartment must be furnished with at least two cowl ventilators one of which is to led well down into the space to prevent accumulation of vapor in the lower part. Any enclosed space within which a motor or fuel tank is placed must be ventilate in this manner, irrespective of whether heavy or light oil is used as fuel.

(ii) In open vessels, the spaces occupied by the motor and fuel tank should, preferably, be at the after end of the vessel and separated from the space allotted for the accommodation of passengers and crew by a substantial bulkhead as high as the seats and watertight up to at least half its height to prevent the spread of oil to the passenger or crew space. If it is desired to place the motor amidships or forward, either arrangement may be allowed provided that a bulkhead or casing formed in the manner stated, is placed between the motor space and the passenger or crew space.

(iii) Motor must be covered in, and the compartments or casings containing them must be constructed of steel or if of wood, lined with as best as sheeting 1/4" in thickness covered with sheet steel for bulkheads separating the machinery space from the accommodation spaces, {Seerule4).

(iv) If the vessel is of wood, a metal tray which can be readily cleaned and is of suitable depth must be fitted under the motor, the bilges must be protected against saturation by oil.

22. Fuel Tanks.—(i) Fuel tanks must be substantially constructed of suitable material, no larger than is necessary and must be securely fixed in position. No part of the fuel tanks or their fittings is to depend on soft solder for tightness. Fuel tanks and their connections must be perfectly oil tight and tested by hydraulic pressure to ahead of water of at least 15ft. If a pressure feed system is fitted, particulars of tanks and fittings are to be submitted to the Captain of Ports, Panajim.

(ii) Tray for fuel tanks: a suitable metal or lead lined tray from which any accumulation of oil can be readily removed must be fitted under each tank.

23. Arrangements for Filling and Position of Fuel Tanks.— (i) In order to minimize the risk and of fire and exposition, the arrangements of filling the fuel tanks are to be such that oil or spirit will not spill or overflow either into the compartment containing the tanks or any other part of the vessel. Arrangements must also be made for discharge overboard the vapour which is displaced when the tanks are filled through the deck, the wood work surrounding the inlet pipe must be covered with sheet metal to prevent it becoming saturated with oil or spirit. A beading must be fitted at the edge of the sheathing to prevent the oil or spirit from spreading.

(ii) A properly secured wire gauze diaphragm or tube strainer, which can easily be taken off for cleaning and examination is to be fitted to each filling inlet and at each vapour orifice must have a suitable screwed cap.

(iii) Fuel tanks should not as a rule be fitted in the motor space, but should be placed in a separate compartment or on deck, remote from the motor. A modification of this requirement will be granted only where the flash point of the fuel exceeds 150°F., or in case of small open vessels where the machinery is fitted at the after end.

(iv) No loose cans of fuel oil or spirit are to be carried and the fuel tanks must not be filled when the passengers are on board.

24. Fuel pipe Arrangements.— (i) the pipe conveying the fuel must be of seamless material made with easy bends and metal to metal joints. A cock or a valve is to be fitted at each end of the fuel pipe line, and no joint should depend on soft solder for tightness. The joints and couplings are to be readily accessible. It must be possible to close any fuel tank outlet cock or valve readily from a position outside the compartments containing the tank and the motor. This portion must be such that it is not likely to be cut off in the event of fire in those compartments.

(ii) On engines using paraffin as fuel, the air inlet pipe to the carburettor must be fitted with a wire gauze diaphragm and so arranged as to satisfy the surveyor that there will be no danger of fire or explosion from escaping vapour when the engine is stopped, or from flame should a backfire occur.

(iii) As a general rule, exhaust pipes should not be carried through enclosed passenger spaces. No unjacketed exhaust pipe will be permitted in any enclosed motor or other room. If the temperature of the pipe exceeds 400 F. under full working conditions, it must be water cooled.

25. Bilge Pumping and Bailing arrangements. — (i) One rotary, semi-rotary or plunger type of pump with independent suction to each watertight compartment and two bailers are to be provided in every inland vessel.

(ii) All Decked launches and open launches above 60 ft. In addition to the hand pump required as above, a power pump which may be driven off the main engines, is to be provided.

(iii) Independent bilge suctions referred to in sub-clause (i) above may be dispensed with at the discretion of the Captain of Ports, Panjim, if in any particular case it is not found practical to provide them.

(iv) One bailer and one bucket may be accepted in lieu of two bailers.

(v) Bilge pipes should, in general, be not less than 1 1/4" in diameter. In small launches smaller diameter piping may be accepted by the surveyor at his discretion. In larger vessels, diameter and capacity of bilge pump to be as per the Merchant Shipping Construction rules.

26. Steering Gear, Rudder and Tiller.— (i) Steering gear chain, blocks, quadrants, etc. running through passenger and/or crew spaces should be covered in or provided with portable guards properly secured so as not to endanger passenger or crew.

(ii) Where the Rudder is ordinarily operated by power, it shall also be capable of being operated by hand in an emergency.

(iii) Small launches should be supplied with a spare Tiller.

(iv) Larger vessels to have buffer springs to absorb shock.

PART IV

Life saving appliances and light and sound signals

27. Life Saving Appliances.— Inland vessels shall be provided with Life Saving Appliances as follows:

(i) **Every** steam or motor vessel requiring a Certificate of Survey under the Act, shall be provided with buoyancy sufficient total number of persons the vessel is intended to carry:

Provided that if such vessel holds an unberthed passenger certificate called "Certificate A" granted under Section 241 of the Merchant Shipping Act, 1958 (Act 44 of 1958), such vessel shall be deemed to have complied with this rule if it is provided with appliances for saving life as prescribed by the Merchant Shipping (Life Saving Appliances) Rules, 1956.

(ii) Every such vessel under 70 ft. in length be provided with buoyancy for all persons on board. At least 60% of the total buoyancy shall be in the form of buoyant apparatus and the remaining 40 percent may be life-buoys:

Provided that in the case of small launches under 40 feet in length, where it is impracticable to carry the buoyant apparatus required by this rule, the Captain of Ports, Panjim may sanction a lesser percentage of buoyant apparatus or may allow the whole of the buoyancy to be provided by approved life-buoys.

(iii) Vessels over 70 feet in length and under 150 feet in length shall carry at least one approved boat and if over 150 feet in length two such approved boats. The boats shall be attached to davits.

(iv) In addition to the boats required under rule 5 every vessel over 70 feet in length shall carry buoyant apparatus which shall be sufficient together with the boat to accommodate 60 percent of the total number of persons the vessel is certified to carry, the remaining buoyancy may be supplied by life-buoys.

(v) All buoyant apparatus shall be constructed under the supervision of, and tested by, a Surveyor of the Mercantile Marine Department.

(vi) All the buoyant apparatus and life-buoys shall be so placed as to be capable of floating off the vessel freely.

(vii) No master of an Inland Steam (Motor) Vessel shall proceed on any voyage unless the life saving appliances required by these rules are on board and in good condition and in apposition available for immediate use.

28. Light and Sound Signals.— Every inland vessels shall be provided with Navigation Lights and means of making Sound Signals in accordance with the Collision Regulations. *{See Appendix2.}*

29. Steam Whistle and Bell.—(i) Inland vessels must have an efficient whistle or siren operated by steam or some substitute for steam, and an efficient bell. The bell must be at least 6" in diameter. The whistle or siren is to be so placed that the sound will not be obstructed by any awning, or deckhouse, or other fittings. The whistle or siren should be tried at all surveys and not accepted unless efficient.

(ii) Vessels of less than 40 tons gross may be fitted with an efficient hand operated Klaxon or Electric Horn.

PART V

Fire appliances

30. Inland vessels shall be provide with appliances and equipment for Fire Fighting and for protection from danger or explosion in accordance with the following rules. *(See also Appendix 2).*

(i) (a) Inland Steam or Motor Vessels of under 100 tons gross shall carry one portable hand pump with suction and hose complete.

(b) Inland Steam Vessels of 100 tons gross but not exceeding 600 tons gross shall be provided with one power pump which must be independent of the main engine and one hand pump as above.

(c) Inland Steam or Motor Vessels of over 600 tons gross shall be provided with two power pumps, one of which must be independent of main engine and one hand pump as above.

(d) Suitable hose must be fitted to the punks. The delivery hose should be coupled in convenient length store achany part of the vessel and befitted with a standard copper nozzle.

(e) The fire hoses should be connected and stretched to judge of their length, and be thoroughly examined at every survey, also tested by pumping water through them by the main donkey and hand pumps at full pressure.

(f) The fire hose must be of material in every way suitable for the period of the passenger certificate and be of sufficient diameter to the satisfaction of the Surveyor.

(g) All Inland Steam Vessels which carry passengers shall be provided in addition with chemical fire extinguishers of the approved type in the ration of one extinguisher for every 100 tons gross with a minimum of two extinguishers.

(ii) Open Motor Launches: Open Motor Launches shall be provided with means for e extinguishing fire in accordance with the following scales:—

(a) Vessels not exceeding 30 feet in length:—Two tetra-chloride fluid extinguisher soft of the hand pump type, one froth or foam fluid extinguisher, containing at least 1gallon each.

(b) Vessels over 30 feet and not exceeding 50 feet:—Two tetra-chloride fluid extinguisher soft of the hand pump type, two froth or foam fluid extinguishers, containing at least 1gallon each.

(c) Vessel over 50 feet and not exceeding 70 feet:—Three tetra-chloride fluid extinguishers of the hand pump type. Two froth or foam fluid extinguishers 2 gallon size.

(d) In vessels exceeding 70 feet in length the fire extinguishing appliances will receive special consideration on the case being submitted to the Captain of Ports, Panjim, who will be guided by the relative instructions to Surveyor issued from time to time by the Ministry of Transport.

(e) In all vessels a box containing a suitable quantity of sand and a suitable scoop for applying the sand should be provided.

(iii) Extinguishers of the pressure type should comply with the standard specification. The extinguishing fluid must not be harmful to anyone with whom it comes in contact. Permanent printed instructions should be attached to or pasted above each apparatus showing how it is operated, and it should be stated whether the apparatus may be stowed in any position or in a certain position only. The extinguishers should be placed in a position ready for immediate use one forward and one aft of the mid-line of the vessel and the plunger, if fitted, for breaking the glass containing the acid should be protected from accidental movement.

(iv) Decked motor launches and launches certified for night plying should have further provisions for extinguishers. There should be a satisfactory high pressure extinguisher carried in each passenger compartment and a fire pump (hand or power) which may be the ordinary bilge pump with suitable sea connection and a hose at least 1 $\frac{1}{4}$ inches in diameter. If any special difficulties are experienced in the case of existing vessels in complying with this requirement as to a fire pump and hose, the case should be submitted to the Captain of Ports, Panjim.

(v) Closed Motor Launches:- In the case of closed motor launches the question of fire extinguishing arrangements should in each case be submitted for the order of the Captain of Ports, Panjim.

(vi) An Inland Steam and Motor Vessel shall be provided with a approved fire-buckets in the ratio of one bucket for each member of the crew, but the number of buckets need not exceed 30 in any vessel.

(vii) Decks to be caulked:— All decks should be properly caulked and lower decks should be securely fastened.

(viii) The Master of an Inland Steam (Motor) Vessel shall not proceed on voyage unless the fire extinguishers etc., required by the Rules are on board in efficient working orders and in a position available for immediate use.

(ix) If in any case an Inland Vessel is unable to comply fully with the requirements set out above, and in all cases of vessels exceeding 150 feet in length, the Fire Appliances to be provided are to be referred to the Captain of Ports, Panjim, for approval.

31. Calculation of Number of Passengers.—(i) Open Launches: The number of passengers allowable by area is found by dividing by four the area in square feet of the clear space measured. The number allowable by seating is found by dividing the length in feet of each continuous seat by 1.5. The number allowable for each part is the lesser of the numbers given by area and by seating. In open launches the number of passengers is not to exceed two per feet of the ship's length as defined in Rule 2(V) of these rules. In any case the maximum number of passengers allowable for any open launch is not to exceed 100.

(ii) Decked Launches: The forward extremity of the space available for passenger accommodation is to be determined as described above for open launches, and the clear area of this space is to be obtained by deducting all encumbrances such as skylights, companions, machinery casings, navigating spaces, lifeboats, and ventilators. In decked launches only decks constructed of or covered over with wood sheathing closely and securely fitted, or laid with an approved non-conductive composition is to be measured for passengers.

Number of Passengers:

(a) Single Decked Launches: Number of passengers allowable by area is to be found by dividing the clear deck area in square feet by 6. The number allowable by seating is found by dividing the length in feet of each continuous fixed seat by 1.5. The number allowable for such space is the lesser of the numbers given by area and by seating. No passenger will be permitted below deck on a single deck vessel.

(b) Vessels with more than One Deck: The maximum number of passengers that may be allowed is to be ascertained by using the divisor 6 for the area of the main upper deck and shade deck in square feet, and the divisor 9 for area in square feet of the saloon or cabin floor below deck. Only one saloon below deck should be included in passenger measurements, except that where the vessel has a proper standard of watertight sub-division, then two saloons may be included, if of moderate size, subject to the approval of the Captain of Ports, Panjim.

(c) Boat Deck: A vessel with a boat deck forming part of the permanent structure of the vessel and considered adequately strong and suitable for the accommodation of passengers by the surveyor, may be measured for passengers. The maximum number of passengers that may be allowed on this deck is to be ascertained by using the divisor 9 for the clear area of the deck in square feet.

(d) The number of passengers to be allowed for each space must not exceed the number for which seating accommodation is provided, and this number should be found as indicated in the above paragraphs.

(e) In all vessels seating must be so arranged that there will be no obstruction to a person from passing fore and after quickly in case of emergency. No gangway should be less than 18" wide. A width of 2 ft. is desirable.

(f) Finally the total number of passengers would be subject to the vessel having sufficient stability. While arriving at stability due consideration is to be given to the possibility of heavy baggages on deck as well as shifting baggages etc.

(g) At least 15% clear area should be taken for baggages.

32. Foul Season Numbers.—Total number of passengers permitted to be carried during the foul season should in no case exceed two-third the total number allowed for the fair season.

33. Barriers.— Inland vessels engaged in carrying large number of passengers should have a strong barrier constructed on each deck.

34. Water Closets. — (i) In addition to and exclusive of a sufficient number of closets for saloon passengers and crew inland steam vessels on voyages of more than 6 hours duration shall be provided with latrines for the exclusive use of deck passengers in the ratio of two latrines for the first hundred deck passengers and one for every hundred or part of hundred such passengers for which the vessel is certified. A fair proportion of latrines shall be allotted from the above for the sole use of women and shall be so marked outside. In no case shall there be a lesser number than two nor need there be more than six latrines so provided. The latrines should be of approved dimensions, have adequate head room and ventilation, and should provide reasonable privacy.

(ii) On vessels which ply by day on voyages not lasting more than six hours, there shall be one latrine for every 200 passengers with a minimum of two, and one of these shall be marked for women.

(iii) The surveyor may recommend to the Captain of Ports, Panjim, to exempt wholly or in part very small vessels from compliance with this rule.

PART VI

Equipment

35. Each inland vessel is to be provided with anchors and chain cable sufficient for the intended service. Anchors and chain cable provided in accordance with the requirements of a Classification Society recognized by the Government of India will be accepted. For vessels up to 100 tons gross, the anchors and chain cable may be provided as follows:

Gross Tonnage	Short Link Chain Cable		No. of anchors and their weight including stock	
	Fathoms	Diameter	Two, of a combined wt. of	
Up to 5 tons.....	15	¼		78 lbs.
5.01 to 7.5 tons...	15	5/16		84 lbs.
7.51 to 10.....	15	5/16		96 lbs.
10.01 to 15.....	15	5/16		108 lbs.
			CWT	lbs.
15.01 to 20.....	15	3/8	1	8 lbs.
20.01 to 25.....	15	3/8	1	20 lbs.
25.01 to 30.....	20	3/8	1	32 lbs.
30.01 to 40.....	25	7/16	1	36 lbs.
40.01 to 50.....	30	7/16	1	80 lbs.
50.01 to 65.....	30	½	2	4 lbs.
65.01 to 80.....	45	½	2	40 lbs.
80.01 to 90.....	45	½	2	64 lbs.
90.01 to 100.....	60	9/10	2	68 lbs.

* If stud link cable is provided it may be 1/16" less in diameter. Vessels above 100 G.T. to be determined on the basis of equinumeral.

36. If in any case it is proposed to supply ground tackle which does not comply with the foregoing rule as regards the weight of anchors of the size and length of cable, and there is doubt as to the sufficiency of the tackle, full particulars of the case are to be submitted to the Captain of Ports, Panjim.

37. Every vessel must have on board at least one hand lead line 15 fathoms in length with lead of at least 7 lbs. weight except in small vessels plying in shallow water which may have a depth measuring bamboo or other suitable pole or rod suitably marked.

38. Open launches must be provided with at least three cars and rowlocks and an efficient boat-hock.

39. Vessels above 60 ft. in length should be provided with at least two heaving lines, and one heaving line shall be provided on vessels of less than 60 ft.

PART VII Plying limits

40. Plying Limits.— The plying limits of an inland vessel shall be fixed having due regard to its size, robustness of construction, freeboard sheer, stability, speed, number of passengers to be carried and the weather and tidal conditions obtaining in the proposed area of plying.

41. Inland Water Limits.— An Inland vessel shall not ply outside Inland water limits specified for the area or outside the limits stated in her Certificate of Survey. An inland vessel proceeding outside the Inland Water Limits does so at her peril and is to be considered as going to sea. Her plying outside inland water limits would fall outside the provisions of the Inland Steam Vessels Act. The Captain of Ports, Panjim, may however, permits an inland vessel to round head lands or proceed for short distances along the coast for the sole purpose of taking the vessel from one inland plying area to another.

42. Foul Season Plying.— (i) Inland passenger vessels are normally permitted to ply during the fair season only except in rivers and creeks which are completely sheltered from the effect of adverse weather conditions during the foul season. Every case in which a vessel is permitted to ply in the foul season in exposed area is to be submitted to the Captain of Ports, Panjim, for orders.

(ii) No vessel less than 30 ft. in length would normally be considered for plying during the foul season.

(iii) Vessels intended for plying during the foul season should be fully decked. Cases of other types of vessels for foul weather plying are to be submitted to the Captain of Ports, Panjim, for orders.

(iv) New vessels proposed to be constructed for plying during the foul season should have a length beam ratio of not more than 3.5, a minimum meta-centric height of 18", a sheer not less than 4% of the length, a minimum speed of 10 knots, and should be propelled by twin screws.

43. Maintenance of Equipment.— Life Saving Appliances, Light and Sound Signals and other equipment required to be provided in inland vessels in accordance

with these rules is to be maintained on board in an efficient condition throughout the validity of the Certificate of Survey. If, at any time, it is found that an inland vessel is plying or intends to ply with any item of Life Saving Appliances, Lights and Sound signals and other equipment missing or not as was provided at the time of issue of the certificate of Survey, then its survey Certificate is liable to be withdrawn by the Captain of Ports, Panjim, and the Owner/Master of the vessel shall be further liable to any penalties to which he may become liable in accordance with the provisions of the Act or these rules.

⁴**[43A. Specific requirement in case of certain vessels.** — (1) The Certificate of Survey in FORM No. 10 may be issued to vessels, such as, Passenger vessel for Casino activities, Transshippers, Specialised Floating Hotels, only after the following modalities are complied.

(i) The Radio Equipments and communication system to be tested and verified by Radio Officer or by Surveyors of Captain of Ports Department.

(ii) Safe Manning verification and confirmation to be done by the Surveyors of Captain of Ports Department as below:

Sr. No.	Grade	Capacity	Certificate as per Standards of Training, Certification and Watch keeping Convention	Number of Persons
1	2	3	4	5
1)	Master (Foreign Going)/Mate (Foreign Going) or Master (Near Coastal Vessels) with 5 yrs. experience	Master	II/2 II/2 Read with I/3	01
2)	Mate (Foreign Going) 2nd Mate (Foreign Going) or Master (Near Coastal Vessels) with 3 yrs. experience	Chief Mate	II/2 II/2 Read with I/3	01
3)	3rd Mate (Foreign Going) Navigation Watch Keeping Officer(Near Coastal Vessels) with 3 yrs. experience	Officer In-Charge of Navigational Watch	II/1 Read with I/3	01
4)	Able Seaman	Rating Forming Part of Navigational Watch	II/4	03
5)	Inland Master	Inland Pilot cum Navigational Watch	Certificate as per Inland Vessels Act, 1917	01
6)	Marine Engineer Officer Class I	Chief Engineer	III/1 Read with I/3	01

⁴ Rule 43-A inserted vide 4th Amendment Rules-2017

1	2	3	4	5
7)	Marine Engineer Officer Class II/Marine Engineer Officer Class IV with 5 yrs. experience	Second Engineer	III/I Read with I/3	01
8)	Marine Engineer Officer Class IV/ Class IV (Near Coastal Vessels) or Inland Engineer (Inland Vessels Act) with 3 yrs. experience	Junior Watch Keeping Engineer	III/I Read with I/3	01
9)	Electrical Officer or Electrician	Assistance to Second Engineer	-	01
10)	Motorman	Engine Room Rating	-	03
11)	Cook (Optional)	Chief Cook	-	01

The above said Officers and Crew are required for Safe Manning Special requirements:

(a) Officers and rating assigned specific duties and responsibilities should have valid STCW Courses (Standards of Training, Certification and Watch keeping) and CDC (Continues Discharge Certificate).

(b) Any other Officers or Crew working onboard Casino Vessels should possess "Passenger Ship Familiarization Certificate" issued by any Institute approved by the Captain of Ports Department.

(c) Any requests regarding changes to above manning is to be intimated to Captain of Ports Department.

(d) For voyage more than two hours duration additional Officers/Crew to be engaged.

(iii) All Safety Equipments to be verified, inspected and tested by the Surveyors of Captain of Ports Department.

(iv) Compliance for prevention of pollution due to oil, bilge water, sewage to be verified by Surveyors of Captain of Ports Department.

(v) Domestic Safety Management procedure to be verified by Surveyors of Captain of Ports Department.

(vi) Ship Security Plan and procedure to be verified by Surveyors of Captain of Ports Department.

(vii) Certificate of Class – Issued by Classification Society.

(viii) Domestic Document of Compliance – Similar as that of RSV (River Sea Vessels) to ensure competent operation of the vessel with due regards to Vessel and Crew Safety, Security, Hull Integrity and Environment Compliance with documentary evidence of all procedures followed as per ISM (International Safety Management)/DSM (Domestic Safety Management) Code and IMO (International Maritime Organisation) Guidelines. If the Company does not possess Certificate than

they can appoint any other Companies/Agencies having expertise in such handling as also possessing the Certificate of Domestic Document of Compliance or Document of Compliance.

(2) The inspection of the vessel shall be carried out by the Surveyors of Captain of Ports Department to ensure that the aforesaid is complied by every vessel, on payment of annual fees of Rs. 1,00,000/- (Rupees one lakh only).

44. Penalty.— A breach of any of the above rules by an Owner or a Master of an inland vessel shall be punishable with imprisonment for a term which may extend to six months or with fine which may extend to Rs. 500/- or with both.

45. Exemptions.— Notwithstanding anything contained in these rules, the Government of Goa, Daman and Diu, may, upon such conditions if any as it may think fit to impose, exempt any inland vessel from any specific requirement contained in these rules or prescribed in pursuance of the Inland Steam Vessels Act, 1917, or dispense with the observance of any such requirement in the case of any inland vessel if it is satisfied that the requirement has been substantially complied with or that compliance with the requirement is unnecessary or ought to be dispensed within the circumstances of the case.

PART VIII

⁵[46. Fees.— Fees to be paid by owners for undertaking survey work and for forms specified in Appendix 4 are given in Appedix I and such fees shall be paid by a Treasury Challan.]

PART IX

47. Forms.—Proforma of relevant forms required to be used are given in Appendix 4.

⁶[Appendix 1

A-Survey.-Every application for survey shall be accompanied by a fee calculated on the basis of tonnage of the motor vessel in accordance with the rates given below:-

(1)	In respect of Inland Vessels of which the gross tonnage	
	(i) does not exceed 100 tons.	Rs. 750/-
	(ii) exceeds 100 tons but does not exceed 900 tons	Rs. 1000/-
	(iii)Exceeds 900 tons but does not exceed 1200tons.	Rs. 1500/-
	(iv) exceeds 1,200 tons but does not exceeds 1,500 tons; and	Rs. 1750/-
	(v) for every 300 tons or part thereof in excess 1500 tons.	Rs. 500/-
(2)	Special survey fees chargeable when a vessel is surveyed for the first time for issue of Certificate of Survey.	Rs. 1000/-
(3)	For change of name of Master or Serang on Certificate of Survey.	Rs.500/-
(4)	For change of name of Driver on Certificate of Survey.	Rs. 500/-
(5)	Issue of extra copy of Certificate of Survey,	
	(i) If request is made along with the application for Survey per copy;	Rs. 500/- per copy
	(ii) If request is received subsequently	Rs. 500/- per copy
(6)	Fees for the visit of a Surveyor at the request of the owner either for ascertaining whether a vessel can be issued a Certificate of Survey or for Survey visit.	Rs. 1000/- per visit
(7)	The fees payable for extension of a Certificate of Survey	An amount equivalent to half of the annual survey fees

⁵Rule 46 substituted vide (Amendment) Rules, 2014.

⁶Substituted vide (Amendment) Rules, 1998; published in the O.G., Series I No. 42 dated 14-1-1999 thereafter vide (Amendment) Rules, 2014.

(8)	Visit fees for any miscellaneous survey not covered above viz. suffered damages of hull or machinery survey or propeller and shaft, etc.	Rs. 1,000/-
B -	<i>Examination of Plans:</i> For examination of preliminary plans of hull of proposed vessel, the fees chargeable shall be as follows:-	
(1)	For examination of the structural drawing and scantling	Rs. 5,000/-
(2)	For the consideration of watertight sub-division arrangement	Rs. 2,000/-
(3)	For consideration of the fire protection arrangement	Rs. 1,500/-
(4)	For bilge and ballast pumping arrangement	Rs. 1,500/-
(5)	Oil, fuel, storage, pumping and overflow arrangement.	Rs. 2,000/-
(6)	Electrical system, layout, main and emergency arrangement	Rs. 2,000/-
(7)	Machinery, air starting and lubrication oil arrangement	Rs. 1,500 /-
(8)	Any other plan not covered above.	Rs. 1,500/-
(9)	For examination and certifying a copy of plan of loading subsequent to examination of the original plan	Rs. 1,000/-
(10)	For an alteration in the plan of loading	Rs. 1,000/-
(11)	For taking approval of drawing of classification societies	Rs. 7,500/-
(12)	Fees in respect of taking approval of drawings of Dynamically Supported Craft of Classification Societies/ Lloyds	Rs. 15,000/-
(13)	Distribution of fees realised for 'B' above:-	
	(i) Surveyor/Examiner of plan	50%
	(ii) Clerical staff concerned	7%
	(iii) Government.	43%
C-	Examination for grant of Certificate of Competency as –	
	(a) Serang/2 nd Class Engine Driver	Rs. 1,000/-
	(b) 2 nd class Master/1 st Class Engine Driver	Rs. 1,500/-
	(c) 1 st Class Master/ Inland Engineer	Rs. 2,500/-
	Distribution of fees realised for "C" above -	
	(i) Examiner/Examiners concerned	50%
	(ii) Clerical staff concerned.	7%
	(iii) Government	43%
D-	Examination for grant of Dispensation to act as,-	
	(a) Serang/2 nd Class Engine Driver	Rs. 1,000/-
	(b) 2 nd class Master/1 st Class Engine Driver	Rs. 1,500/-
	(c) 1 st Class Master/ Inland Engineer	Rs. 2,000/-
E-	Examination for grant of extension beyond 60 years	Rs. 2,500/-
	Distribution of fees realized for 'D' & 'E' above:-	

	(a) Examiner/Examiners concerned.	50%
	(b) Clerical Staff concerned.	7%
	(c) Government.	43%
F-	Fees for forms specified in Appendix 4	
	(i) Survey Form No.1	Rs. 100/-
	(ii) Survey Form No.2	Rs. 100/-
	(iii) Survey Form No.4	Rs. 50/-

APPENDIX 2

Scale of Fire Appliances

A—30 ft. & under.
 B—Between 30 ft. And 50 ft.
 C—Between 50 ft. And 70 ft.

D—Between 70 ft. and 100 ft.
 E—Between 100 ft. And 150 ft.

Inland Steam Vessels with Coal-Fired Boilers										
	Partially Decked					Fully Decked				
	A	B	C	D	E	A	B	C	D	E
Length of ship.....										
Sant. (cu. Ft.)	-	-	-	-	-	-	-	-	-	-
Scoops	-	-	-	-	-	-	-	-	-	-
Nozzles (Plain)	-	-	-	1	2	-	-	1	1	2
Nozzles (Spray)	-	-	-	-	-	-	-	-	-	-
Hose 30 ft.	-	-	-	2	-	-	-	1	2	-
Lengths 60 ft.	-	-	-	-	2	-	-	-	-	2
Hydrants.....	-	-	-	2	2	-	-	1	2	2
Fire Buckets.....	One for each member of the crew with a minimum of two. 50% of these buckets to be fitted with lanyards.									
Fire Pumb....	-	-	-	1	1	-	-	1	1	1
Portable Fire										
Extinguisher for										
Engine Room or										
Boiler Room...	-	-	-	-	-	-	-	-	-	-
Portable Fire										
Extinguisher in										
Crew	-	-	2	2	2	-	-	1	2	2
Spaces.....										
Portable Fire										
Extinguisher in										
passenger	-	-	2	2	2	-	-	2	2	2
space.....										
Steam smothering										

arrangements to be fitted.....	No	No	No	No	No	No	No	No	No	No
Fireman's Axe.....	-	-	1	1	1	-	-	1	1	1

APPENDIX 2 (contd.)

Scale of Fire Appliances

- A—30 ft. & under.
 B—Between 30 ft. and 50 ft.
 C—Between 50 ft. and 70 ft.
 D—Between 70 ft. and 100 ft.
 E—Between 100 ft. and 150 ft.

Inland Motor Vessels, or Steam Vessels with Oil-Fired Boilers

	Partially Decked					Fully Decked				
	A	B	C	D	E	A	B	C	D	E
Length of ship.....	A	B	C	D	E	A	B	C	D	E
Sant. (cu. Ft.)	2	2	4	4	6	2	4	4	4	6
Scoops	1	1	2	2	2	1	1	2	2	2
Nozzles (Plain)	-	-	-	1	1	-	-	-	1	1
Nozzles (Spray)	-	-	-	1	1	-	-	1	1	1
Hose 30 ft.	-	-	-	2	-	-	-	1	2	-
Lengths 60 ft.	-	-	-	-	2	-	-	-	-	2
Hydrants.....	-	-	-	2	2	-	-	1	2	2
Fire Buckets	One for each member of the crew with a minimum of two. 50% of these buckets to be fitted with lanyards.									
Fire Pumb.....	-	-	-	1	1	-	-	1	1	1
Portable Fire Extinguisher for Engine Room or Boiler Room...	2	2	3	4	5	2	2	3	4	5
Portable Fire Extinguisher in Crew Spaces.....	-	-	2	2	2	-	-	2	2	2
Portable Fire Extinguisher in Passenger Space.....	-	-	2	2	2	-	-	2	2	2
Steam Smothering arrangements to be fitted	No	No	No	No	No	No	No	No	No	No
Fireman's Axe.....	-	-	1	1	1	-	-	1	1	1

APPENDIX 3

REGULATIONS FOR PREVENTING COLLISIONS AT SEA

Rule 1

(a) These Rules shall be followed by all vessels and seaplanes upon the high seas and in all waters connected therewith navigable by seagoing vessels except as provided in Rule 30. Where, as a result of their special construction, it is not possible for seaplanes to comply fully with the provisions of Rules specifying the carrying of lights and shapes, these provisions shall be followed as closely as circumstances permit.

(b) The Rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the prescribed lights or impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

(c) In the following Rules, except where the context otherwise requires: -

(i) the word “vessel” includes every description of water craft, other than a seaplane on the water, used or capable of being used as a means of transportation on water;

(ii) the word “seaplane” includes a flying boat and any other aircraft designed to manoeuvre on the water;

(iii) the term “power-driven vessel” means any vessel propelled by machinery;

(iv) every power-driven vessel which is under sail and not under power is to be considered a sailing vessel, and every vessel under power, whether under sail or not, is to be considered a power-driven vessel;

(v) a vessel or seaplane on the water is “under way” when she is not at anchor, or made fast to the shore, or aground;

(vi) the term “height above the hull” means height above the uppermost continuous deck;

(vii) the length and breadth of a vessel shall be deemed to be the length and breadth appearing in her certificate of registry;

(viii) the length and span of a seaplane shall be its maximum length and span as shown in its certificate of airworthiness, or as determined by measurement in the absence of such certificate;

(ix) the word “visible”, when applied to lights, means visible on a dark night with a clear atmosphere;

(x) the term “short blast” means a blast of about one second's duration;

(xi) the term “prolonged blast” means a blast of from four to six second's duration;

(xii) the word “whistle” means whistle or siren;

(xiii) the word “tons” means gross tons.

PART B - LIGHTS AND SHAPES

Rule 2

(a) A power-driven vessel when under way shall carry:

(i) On or in front of the foremast, or if a vessel without a foremast then in the forepart of the vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass (225 degrees), so fixed as to show the light 10 points (112 $\frac{1}{2}$ degrees) on each side of the vessel, that is, from right ahead to 2 points (22 $\frac{1}{2}$ degrees) abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles.

(ii) Either forward of or abaft the white light mentioned in sub-section (i) a second white light similar in construction and character to that light. Vessels of less than 150 feet in length, and vessels engaged in towing, shall not be required to carry this second white light but may do so.

(iii) These two white lights shall be so placed in a line with and over the keel that one shall be at least 15 feet higher than the other and in such a position that the lower light shall be forward of the upper one. The horizontal distance between the two white lights shall be at least three times the vertical distance. The lower of these two white lights or, if only one is carried, then that light, shall be placed at a height above the hull of not less than 20 feet, and, if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, so however that the light need not be placed at a greater height above the hull than 40 feet. In all circumstances the light or lights, as the case may be, shall be so placed as to be clear of and above all other lights and obstructing super-structures.

(iv) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112 $\frac{1}{2}$ degrees), so fixed as to show the light from right ahead to 2 points (22 $\frac{1}{2}$ degrees) abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.

(v) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112 $\frac{1}{2}$ degrees), so fixed as to show the light from right ahead to 2 points (22 $\frac{1}{2}$ degrees) abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.

(vi) The said green and red sidelights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bows.

(b) A seaplane under way on the water shall carry:

(i) In the forepart amidships where it can best be seen a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 220 degrees of the compass, so fixed as to show the light 110 degrees on each side of the seaplane, namely, from right ahead to 20 degrees abaft the beam on either side, and of such a character as to be visible at a distance of at least 3 miles.

(ii) On the right or starboard wing tip a green light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles. N o

(iii) On the left or port wing tip a red light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.

Rule 3

(a) A power-driven vessel when towing or pushing another vessel shall, in addition to her sidelights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart, and when towing more than one vessel shall carry an additional bright white light 6 feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel towed, exceeds 600 feet. Each of these lights shall be of the same construction and character and one of them shall be carried in the same position as the white light mentioned in Rule 2 (a) (i), except the additional light, which shall be carried at a height of not less than 14 feet above the hull. In a vessel with a single mast, such lights may be carried on the mast.

(b) The towing vessel shall also show either the stern light specified in Rule 10 or in lieu of that light a small white light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam. The carriage of the white light specified in Rule (2) (a) (ii) is optional.

(c) A seaplane on the water, when towing one or more seaplanes or vessels, shall carry the lights prescribed in Rule 2 (b) (i), (ii) and (iii); and, in addition, she shall carry a second white light of the same construction and character as the white light mentioned in Rule 2 (b) (i), and in a vertical line atleast 6 feet above or below such light.

Rule 4

(a) A vessel which is not under command shall carry, where they can best be seen, and, if a power driven vessel, in lieu of the lights required by Rule 2 (a) (i) and

(ii), two red lights in a vertical line one over the other not less than 6 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter.

(b) A seaplane on the water which is not under command may carry, where they can best be seen, two red lights in a vertical line, one over the other, not less than 3 feet apart, and of such a character as to be visible all around the horizon at a distance of at least 9 miles, and may by day carry in a vertical line one over the other not less than 3 feet apart, where they can best be seen, two black balls or shapes, each not less than 2 feet in diameter.

(c) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations when from the nature of her work she is unable to get out of the way of approaching vessels, shall carry, in lieu of the lights specified in Rule 2 (a) (i) and (ii), three lights in a vertical line one over the other not less than 6 feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, three shapes each not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(d) The vessels and seaplanes referred to in this Rule, when not making way through the water, shall not carry the coloured sidelights, but when making way they shall carry them.

(e) The lights and shapes required to be shown by this Rule are to be taken by other vessels and seaplanes as signals that the vessel or seaplane showing them is not under command and cannot therefore get out of the way.

(f) These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Rule 31.

Rule 5

(a) A sailing vessel under way and any vessel or seaplane being towed shall carry the same lights as are prescribed by Rule 2 for a power-driven vessel or a seaplane under way, respectively, with the exception of the white lights specified therein, which they shall never carry. They shall also carry stern lights as specified in Rule 10, provided that vessels towed, except the last vessel of a tow, may carry, in lieu of such stern light, a small white light as specified in Rule 3 (b).

(b) A vessel being pushed ahead shall carry, at the forward end, on the starboard side a green light and on the port side a red light, which shall have the same characteristics as the lights described in Rule 2 (a) (iv) and (v) and shall be screened as provided in Rule 2 (a) (vi), provided that any number of vessels pushed ahead in a group shall be lighted as one vessel.

Rule 6

(a) In small vessels, when it is not possible on account of bad weather or other sufficient cause to fix the green and red sidelights, these lights shall be kept at hand, lighted and ready for immediate use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than 2 points (224/2 degrees) abaft the beam on their respective sides.

(b) To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the lights they respectively contain, and shall be provided with proper screens.

Rule 7

Power-driven vessels of less than 40 tons, vessels under oars or sails of less than 20 tons, and rowing boats, when under way shall not be required to carry the lights mentioned in Rule 2, but if they do not carry them they shall be provided with the following lights:-

(a) Power-driven vessels of less than 40 tons, except as provided in section (b), shall carry:-

(i) In the forepart of the vessel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a bright white light constructed and fixed as prescribed in Rule 2 (a) (i) and of such a character as to be visible at a distance of at least 3 miles.

(ii) Green and red sidelights constructed and fixed as prescribed in Rule 2 (a) (iv) and (v), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 points (221/2 degrees) abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.

(b) Small power-driven boats, such as are carried by seagoing vessel may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the sidelights or the combined lantern mentioned in sub-section (a) (ii).

(c) Vessels of less than 20 tons, under oars or sails, except as provided in section (d), shall, if they do not carry the sidelights, carry where it can best be seen a lantern showing a green light on one side and a red light on the other, of such a character as to be visible at a distance of at least 1 mile, and so fixed that the green light shall not be seen on the port side, nor the red light on the starboard side. Where it is not possible to fix this light, it shall be kept ready for immediate use and shall be exhibited in sufficient time to prevent collision and so that the green light shall not be seen on the port side nor the red light on the starboard side.

(d) Small rowing boats, whether under oars or sail, shall only be required to have ready at hand an electric torch or a lighted lantern showing a white light, which shall be exhibited in sufficient time to prevent collision.

(e) The vessels and boats referred to in this Rule shall not be required to carry the lights or shapes prescribed in Rules 4 (a) and 11 (e).

Rule 8

(a) (i) Sailing pilot-vessels, when engaged on their station on pilotage duty and not at anchor, shall not show the lights prescribed for other vessels, but shall carry a white light at the masthead visible all round the horizon at a distance of at least 3 miles, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed 10 minutes.

(ii) On the near approach of or to other vessels they shall have their sidelights lighted ready for use and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.

(iii) A sailing pilot-vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead and may, instead of the sidelights above mentioned, have at hand ready for use a lantern with a green glass on the one side and a red glass on the other to be used as prescribed above.

(b) A power-driven pilot-vessel when engaged on her station on pilotage duty and not at anchor shall, in addition to the lights and flares required for sailing pilot-vessels, carry at a distance of 8 feet below her white masthead light a red light visible all round the horizon at a distance of at least 3 miles, and also the sidelights required to be carried by vessels when under way. A bright intermittent all round white light may be used in place of a flare.

(c) All pilot-vessels, when engaged on their stations on pilotage duty and at anchor, shall carry the lights and show the flares prescribed in sections (a) and (b), except that the sidelights shall not be shown. They shall also carry the anchor light or lights prescribed in Rule 11.

(d) All pilot-vessels, whether at anchor or not at anchor shall, when not engaged on their stations on pilotage duty, carry the same lights as other vessels of their class and tonnage.

Rule 9

(a) Fishing vessels when not fishing shall show the lights or shapes prescribed for similar vessels of their tonnage. When fishing they shall show only the lights or shapes prescribed by this Rule, which lights or shapes, except as otherwise provided, shall be visible at a distance of at least 2 miles.

(b) Vessels fishing with trolling (towing) lines, shall show only the lights prescribed for a power-driven or sailing vessel under way as may be appropriate.

(c) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel not more than 500 feet horizontally into the seaway shall show, where it can best be seen, one all round white light and in addition, on approaching or being approached by another vessel, shall show a second white light at least 6 feet below the

first light and at a horizontal distance of at least 10 feet away from it (6 feet in small open boats) in the direction in which the outlying gear is attached. By day such vessels shall indicate their occupation by displaying a basket where it can best be seen; and if they have their gear out while at anchor, they shall, on the approach of other vessels, show the same signal in the direction from the anchor ball towards the net or gear.

(d) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel more than 500 feet horizontally into the seaway shall show, where they can best be seen, three white lights at least 3 feet apart in a vertical triangle visible all round the horizon. When making way through the water, such vessels shall show the proper coloured sidelights but when not making way they shall not show them. By day they shall show a basket in the forepart of the vessel as near the stem as possible not less than 10 feet above the rail; and, in addition, where it can best be seen, one black conical shape, apex upwards. If they have their gear out while at anchor they shall, on the approach of other vessels, show the basket in the direction from the anchor ball towards the net or gear.

(e) Vessels when engaged in trawling, by which is meant the dragging of a dredge net or other apparatus along or near the bottom of the sea, and not at anchor:

(i) If power-driven vessels, shall show in the same position as the white light mentioned in Rule 2 (a) (i) tri-coloured lantern, so constructed and fixed as to show a white light from right ahead to 2 points ($22\frac{1}{2}$ degrees) on each bow, and a green light and a red light over an arc of the horizon from 2 points ($22\frac{7}{2}$ degrees) on each bow to 2 points ($22\frac{4}{2}$ degrees) abaft the beam on the starboard and port sides, respectively; and not less than 6 nor more than 12 feet below the tricoloured lantern a white light in a lantern, so constructed as to show a clear, uniform, and unbroken light all round the horizon. They shall also show the stern light specified in Rule 10 (a).

(ii) If sailing vessels, shall carry a white light in a lantern so constructed as to show a clear, uniform, and unbroken light all round the horizon and shall also, on the approach of or to other vessels show, where it can best be seen, a white flare-up light in sufficient time to prevent collision.

(iii) By day, each of the forgoing vessels shall show, where it can best be seen, a basket.

(f) In addition to the lights which they are by this Rule required to show vessels fishing may, if necessary in order to attract attention of approaching vessels, show a flare-up light. They may also use working lights.

(g) Every vessel fishing, when at anchor, shall show the lights or shape specified in Rule II (a), (b) or (c); and shall, on the approach of another vessel or vessels, show an additional white light atleast 6 feet below the forward anchor light and at a horizontal distance of at least 10 feet away from it in the direction of the outlying gear.

(h) If a vessel when fishing becomes fast by her gear to a rock or other obstruction she shall in daytime haul down the basket required by sections (c), (d) or (e) and show the signal specified in Rule II (c). By night, she shall show the light or

lights specified in Rule II (a) or (b). In fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting, visibility, whether by day or by night, she shall sound the signal prescribed by Rule 15 (c)(v), which signal shall also be used, on the near approach of another vessel in good visibility.

NOTE.— *For fog signals for fishing vessels, see Rule 15 (c) (ix).*

Rule 10

(a) A vessel when under way shall carry at her stern a white light, so constructed that shall show an unbroken light over an arc of the horizon of 12 points of the compass (135 degrees), so fixed as to show the light 6 points (67 1/2 degrees) from right aft on each side of the vessel, and of such a character as to be visible at a distance of at least 2 miles. Such light shall be carried as nearly as practicable on the same level as the sidelights.

NOTE.— *For vessels engaged in towing or being towed, see Rules 3 (b) and 5.*

(b) In a small vessel, if it is not possible on account of bad weather or other sufficient cause for this light to be fixed, an electric torch or a lighted lantern shall be kept at hand ready for use and shall, on the approach of an overtaking vessel, be shown in sufficient time to prevent collision.

(c) A seaplane on the water when under way shall carry on her tail a white light, so constructed as to show an unbroken light over an arc of the horizon of 140 degrees of the compass, so fixed as to show the light 70 degrees from right aft on each side of the seaplane, and of such a character as to be visible at a distance of at least 2 miles.

Rule 11

(a) A vessel under 150 feet in length when at anchor, shall carry in the forepart of the vessel, where it can best be seen, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least 2 miles.

(b) A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forepart of the vessel, at a height of not less than 20 feet above the hull, one such light, and at or near the stern of the vessel and at such a height that it shall be not less than 15 feet lower than the forward light, another such light. Both these lights shall be visible all round the horizon at a distance of at least 3 miles.

(c) Between sunrise and sunset every vessel when at anchor shall carry in the forepart of the vessel, where it can best be seen, one black ball not less than 2 feet in diameter.

(d) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations when at anchor, shall carry the lights or shapes prescribed in Rule 4 (c) in addition to those prescribed in the appropriate preceding sections of this Rule.

(e) A vessel aground shall carry by night the light or lights prescribed in sections (a) or (b) and the two red lights prescribed in Rule 4 (a). By day she shall carry, where they can best be seen, three black balls, each not less than 2 feet in diameter, placed in a vertical line one over the other, not less than 6 feet apart.

(f) A seaplane on the water under 150 feet in length, when at anchor, shall carry, where it can best be seen, a white light, visible all round the horizon at a distance of at least 2 miles.

(g) A seaplane on the water 150 feet or upwards in length, when at anchor, shall carry, where they can best be seen, a white light forward and a white light aft, both lights visible all round the horizon at a distance of at least 3 miles; and, in addition, if the seaplane is more than 150 feet in span, a white light on each side to indicate the maximum span, and visible, so far as practicable, all round the horizon at a distance of 1 mile.

(h) A seaplane aground shall carry an anchor light or lights as prescribed in sections (f) and (g) and in addition may carry two red lights in a vertical line, at least 3 feet apart, so placed as to be visible all round, the horizon.

Rule 12

Every vessel or seaplane on the water may, if necessary in order to attract attention, in addition to the lights which she is by these Rules required to carry, show a flare-up light or use a detonating or other efficient sound signal that cannot be mistaken for any signal authorised elsewhere under these Rules.

Rule 13

(a) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for ships of war, for vessels sailing under convoy, or for seaplanes on the water; or with the exhibition of recognition signals adopted by ship owners, which have been authorized by their respective Governments and duly registered and published.

(b) Whenever the Government concerned shall have determined that a naval or other military vessel or waterborne seaplane of special construction or purpose cannot comply fully with the provisions of any of these Rules with respect to the number, position, range or arc of visibility of lights or shapes, without interfering with the military function of the vessel or seaplane, such vessel or seaplane shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes as her Government shall have determined to be the closest possible compliance with these Rules in respect of that vessel or seaplane.

Rule 14

A vessel proceeding under sail, when also being propelled by machinery, shall carry in the daytime forward, where it can best be seen, one black conical shape, point upwards, not less than 2 feet in diameter at its base.

Rule 15

(a) A power-drive vessel shall be provided with an efficient whistle, sounded by steam or by some

substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn, to be sounded by mechanical means, and also with an efficient bell. A sailing vessel of 20 tons or upwards shall be provided with a similar fog-horn and bell.

(b) All signals prescribed by this Rule for vessels under way shall be given: —

(i) by Power-driven vessels on the whistle;

(ii) by sailing vessels on the fog-horn;

(iii) by vessels towed on the whistle or fog-horn.

(c) In fog, mist, falling snow, heavy rainstorms, or any other condition similarly restricting visibility, whether by day or night, the signals prescribed in this Rule shall be used as follows:-

(i) A power-driven vessel making way through the water, shall sound at intervals or not more than 2 minutes a prolonged blast.

(ii) A power-driven vessel under way, but stopped and making no way through the water, shall sound at intervals of not more than 2 minutes two prolonged blasts, with an interval of about 1 second between them.

(iii) A sailing vessel under way shall sound, at intervals of not more than 1 minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.

(iv) A vessel when at anchor shall at intervals of not more than 1 minute ring the bell rapidly for about 5 seconds in vessels of more than 350 feet in length the bell shall be sounded in the forepart of the vessel, and in addition there shall be sounded in the after part of the vessel, at intervals of not more than 1 minute for about 5 seconds, a gong or other instrument, the tone and sounding of which cannot be confused with that of the bell. Every vessel at anchor may in addition, in accordance with Rule 12, sound three blasts in succession, namely, one, short,

one prolonged and one short blast, to give warning of her position and of the possibility of collision to an approaching vessel.

(v) A vessel when towing, a vessel engaged in laying or in picking up a submarine cable or navigation mark, and a vessel under way which is unable to get out of the way of an approaching vessel through being not under command or unable to manoeuvre as required by these Rules shall, instead of the signals prescribed in sub-sections (i), (ii) and (iii) sound, at intervals of not more than 1 minute, three blasts in succession namely, one prolonged blast followed by two short blasts

(vi) A vessel towed, or, if more than one vessel is towed, only the last vessel of the tow, if manned, shall, at intervals of not more than 1 minute, sound four blasts in succession, namely, one prolonged blast followed by three short blasts. When practicable this signal shall be made immediately after the signal made by the towing vessel.

(vii) A vessel aground shall give the signal prescribed in sub-section (iv) and shall, in addition, give three separate and distinct strokes on the bell immediately before and after each such signal.

(viii) A vessel of less than 20 tons, a rowing boat, or a seaplane on the water, shall not be obliged to give the above mentioned signals, but if she does not, she shall make some other efficient sound signal at intervals of not more than 1 minute.

(ix) A vessel when fishing, if of 20 tons or upwards, shall at intervals of not more than 1 minute, sound a blast, such blast to be followed by ringing the bell; or she may sound, in lieu of these

signals, a blast consisting of a series of several alternate notes of higher and lower pitch.

Rule 16

Speed to be moderate in fog, etc.

(a) Every vessel, (or seaplane when taxi-ing on the water), shall, in fog, mist, falling snow, heavy rainstorms or any other conditions similarly restricting visibility, go at a moderate speed, having careful regard to the existing circumstances and conditions.

(b) A power-driven vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

PART C.— STEERING AND SAILING RULES

Preliminary

1. In obeying and construing these Rules, any action taken should be positive, in ample time, and with due regard to the observance of good seamanship.

2. Risk of collision can, when circumstances permit, be by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

3. Mariners should bear in mind that seaplanes in the act of landing or taking off, or operating under adverse weather conditions, may be unable to change their intended action at last moment.

Rule 17

When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the other, as follows: -

(a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.

(b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.

(c) When both are running free, with the wind on different sides, the vessel which has the wind on the post side shall keep out of the way of the other.

(d) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

(e) A vessel which has the wind aft shall keep out of the way of the other vessel.

Rule 18

(a) When two power-driven vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. This Rule only applies to cases where vessels are meeting end on, nearly end on, in such a manner as to involve risk of collision: and does not apply two vessels which must, if both keep on their respective courses, pass clear of each other. The only cases to which it does apply are when each of two vessels is end on, or nearly end on, to the other, in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each vessel is in such a position as to see both the sidelights of the other. It does not apply, by day to cases in which a vessel sees another ahead crossing her own course; or, by night, to cases where the red light of one vessel is opposed to the red light of the other or where the green light of one vessel is opposed to the green light of the other or where a red light without a green light or a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead.

(b) For the purposes of these Rules and Rules 19 to 29 inclusive, except Rule 20 (b), a seaplane on the water shall be deemed to be a vessel, and the expression “power-driven vessel” shall be construed accordingly.

Rule 19

When two power-driven vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

Rule 20

(a) When a power-driven vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, except as provided in Rules 24 and 26, the power-driven vessel shall keep out of the way of the sailing vessel.

(b) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with these Rules.

Rule 21

Where by any of these Rules one of two vessels is to keep out of the way, the other shall keep her course and speed. When, from any cause, the later vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she-way vessel alone, she also shall take such action as will best aid to avert collision (see Rules 27 and 29).

Rule 22

Every vessel which is directed by these Rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Rule 23

Every power-driven vessel which is directed by these Rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

Rule 24

(a) Notwithstanding anything contained in these Rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

(b) Every vessel coming up with another vessel from any direction more than 2 points (22 1/2 degrees) abaft her beam, i.e. in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that

vessel's sidelights, shall be deemed to be an overtaking vessel, and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these Rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

(c) If the overtaking vessel cannot determine with certainty whether she is forward of or abaft this direction from the other vessel, she shall assume that she is an overtaking vessel and keep out of the way.

Rule 25

(a) In a narrow channel every power-driven vessel when proceeding along the course of the channel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

(b) Whenever a power-driven vessel is nearing a bend in a channel where a power-driven vessel approaching from the other direction cannot be seen, such vessel, when she shall have arrived within one-half mile of the bend, shall give a signal by one prolonged blast of her whistle, which signal shall be answered by a similar blast given by any approaching power-driven vessel that may be within hearing around the bend. Regardless of whether an approaching vessel on the farther side of the bend is heard, such bend shall be rounded with alertness and caution.

Rule 26

All vessels not engaged in fishing shall, when under way, keep out of the way of any vessels fishing with nets or lines or trawls. This Rule shall not give to any vessel engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels.

Rule 27

In obeying and construing these Rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances, including the limitation of the craft involved, which may render a departure from the above Rules necessary in order to avoid immediate danger.

PART D. — MISCELLANEOUS

Rule 28

(a) When vessels are in sight of one another, a power-driven vessel under way, in taking any course authorised or required by these Rules, shall indicate that course by the following signals on her whistle, namely:

One short blast to mean "I am altering my course to starboard."

Two short blasts to mean "I am altering my course to port."

Three short blasts to mean "My engines are going astern."

(b) Whenever a power-driven vessel which, under these Rules, is to keep her course and speed, is in sight of another vessel and is in doubt whether sufficient action is being taken by the other vessel to avert collision, she may indicate such doubt by giving at least five short and rapid blasts on the whistle. The giving of such a signal shall not relieve a vessel of her obligations under Rules 27 and 29 or any other Rule, or of her duty to indicate any action taken under these Rules by giving the appropriate sound signals laid down in this Rule.

(c) Nothing in these Rules shall interfere with the operation of any special Rules made by the Government of any nation with respect to the use of additional whistles signals between ships of war or vessels sailing under convoy.

Rule 29

Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Rule 30

Reservation of Rules for Harbours and Inland Navigation

Nothing in these Rules shall interfere with the operation of a special rule duly made by local authority relative to the navigation of any harbour, river, lake, or Inland water, including a reserved seaplane area.

Rule 31

Distress Signals

When a vessel or seaplane on the water is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, namely:

- (a) A gun or other explosive signal fired at intervals of about a minute.
- (b) A continuous sounding with any fog-signal apparatus.
- (c) Rockets or shells, throwing red stars fired one at a time at short intervals.
- (d) A signal made by radiotelegraphy or by any other signalling method consisting of the group...in the Morse Code.
- (e) A signal sent by radiotelephony consisting of the spoken word "Mayday".
- (f) The International Code Signal of distress indicated by N. C.
- (g) A signal consisting of a square flag having above or below it a ball or anything resembling a ball.

- (h) Flames on the vessel (as from a burning tar barrel, oil barrel, & c.).
- (i) A rocket parachute flare showing a red light.

The use of any of the above signals, except for the purpose of indicating that a vessel or a seaplane is in distress, and the use of any signals which may be confused with any of the above signals, is prohibited.

NOTE:- A radio signal has been provided for use by vessels in distress for the purposes of actuating the auto-alarms of other vessels and thus securing attention to distress calls or messages. The signal consists of a series of twelve dashes, sent in 1 minute, the duration of each dash being 4 seconds, and the duration of the interval between two consecutive dashes 1 second.

Rule 32

All orders to helmsmen shall be given in the following sense: right rudder or starboard to mean «put the vessel's rudder to starboard; left rudder or port to mean “put the vessel's rudder to port”.

APPENDIX 4 SURVEY FORM No. 1

To

The Surveyor of Inland Steam or Motor Vessels
Government of Goa, Daman and Diu
at ...

Application for the Survey of an Inland steam or motor vessel under Act I of 1917
Inland Motor Barge/Launch

1. Name of vessel ...
2. Port of Registry ... Official No
3. Hull where built and when ...
4. Dimension of hull ...
- 5 Engines where built and when ..
6. Particulars of engine
7. Previous survey if any, where
when
8. Gross tonnage
9. Date of proposed inspection
10. Place where vessel can be found ...

I hereby apply to you to make the necessary arrangements for the survey of the vessel above named on the date and at the place stated, should the requirements of the

public service permit. I have paid to the officer appointed under section 6 of the Act a fee of Rs. in respect of the survey, and *I hereby agree to pay on demand such extra fees as may be leviable under the rules including fees or excess tonnage and such fees as may be assessed for the expenses of journey of the Surveyor.

Station

Date ...

Signature of owner or master.

Address:

-
- Note.- (1) Three clear days' notice shall be given in all cases.
- (2) In the case of vessel not previously surveyed the tonnage may be stated approximately by the applicant and will be determined accurately on survey, fees being levied accordingly. I
- (3) No certificate shall be granted till all fees are paid.

*These words should be inserted only when the survey is to be made in any place other than Panjim & Mormugao and the Surveyor does not reside at that place.

SURVEY FORM No. 2

Particulars to be furnished in respect of new Motor Vessels or Vessels that are to be surveyed for the first time

1. Name of vessel ...
2. Owner & address ...
3. Length ... Breadth ... Depth ... Girth ...
4. Passenger/Non-passenger ...
Certificate required
5. HULL
When built ...
Builders ...
Material of the hull ...
Number of bulkheads (watertight or non W.T. and thickness) ...
Floors (Material and dimensions) ...
Frames **---do---**
Hull plating (Material and thickness) ...
6. ENGINES:
Number of sets fitted ...
Description ...
When made ...
Builders ...
No. of cylinders ... Cyl. Diamr. ... Stroks ...

Diamr. of propeller shaft ... Material ...

Horse power ... (Revs) —

7. EQUIPMENT

SWT. gr. lb.

Port Anchor: (Eight) ...

Std.

Spare ...

Chain cable (Port) size ... Length (stud or rubble) ...

Chain cable (Std) size ... Length (stud or rubble) ...

8. Searchlight (size and power) ...

9. Lifebuoys (number) ...

10. Buckets (number) ...

11. Hand Leads (do) ...

12. Is sand bucked and scoop provided? ...

13. Navigation Lights (No. of sets, oil/electric) ...

14. Sound signal (mechanical electric, etc.) ...

15. No. of deck crew ... E. R. crew ...

16. Name of Master, cert. No., Grade, date and place of Issue ...

17. Name of engine driver, cert. No., grade, date and place of issue ..

18. Fire appliances carried ...

19. Date of hull inspection ... Date of M.C./Inspection ...

20. Is a fog bell supplied? ...

21. Is a hand pump provided

22. What are the plying limits in which the owner wished the vessel to ply? ...

23. Does the owner wish to ply the vessel after dark at night? ...

SURVEY FORM No. 3

Survey of Inland Steam or Motor Vessels

To,

The ... 19 .

The Owner or Master of the Inland Steam or Motor Vessel,

Sir,

I have to acknowledge receipt of your application for survey of the above steam or Motor vessel under the Inland Steam-Vessels Act, 1917 (1 of 1917), and to acquaint you, that a Surveyor will proceed on board the vessel at ... O'clock ... M of ... next, the ... day of 19 ...

2. I subjoin a list of the requisite preparations for the survey, which I request may be made before the day and hour abovementioned, so as to prevent loss of the Surveyor's time, otherwise it will be necessary for the Surveyor to postpone the survey some other day.

3. I beg to call attention to the provisions of section 5(2) of the Inland Steam Vessels Act, 1917, which is as follows:

“The owner, master and officers of the steam/Motor-vessel shall afford to the Surveyor all reasonable facilities for a survey, and all such information respecting the Steam or Motor Vessel and her machinery or any part thereof and all equipments and articles on board, as he may require for the purposes of a survey”.

Yours faithfully,

Surveyor of Inland/Steam/motor vessel at

List of the requisite preparations for the survey of an Inland Steam or Motor Vessel.

1. Last Registration and Survey certificate, if any...
2. Master's Certificate ...
3. Engineer or engine-driver's certificate ...
4. Pumps to be rigged in their place ...
5. Spare tiller if any to be shipped in its place ...
6. Side lamps, lamp for the mast-head light, and lamp for the anchor light to be on deck ready to be put into their places, if necessary ...
7. Lifebuoys to be in readiness ...
8. Leads and lines to be on deck ...
9. Fire-hose to be connected and coupled and stretched along the deck. The conductor to be connected...
10. Decks, cabins, steerages, and all other passenger spaces to be clear and in a fit state for measurement ...
11. Hull internal of the vessel cleaned and scrapped...
12. Chain cables (or a portion thereof) to be on deck ...
13. A safe and proper ladder for going up and down the holds ...

14. Boilers to be empty, to be quite cool, and the man and mud hole door to be off, fire bars removed and mountings opened ...
15. Furnace bars to be out of each boiler ...
16. Furnaces, flues, smoke-boxes and tube-plates to be swept quite clean ...
17. The safety-valves and springs to be removed and all mountings opened up, cleaned and ready for inspection ...
18. Crank shaft to be opened up ...
19. All pistons, sides, pumps, etc., to be opened up for inspection ...
20. If motor driven cylinders, pistons, valves and shafts to be opened for examination ...
21. All internal tanks to be opened free of gas and in a clean condition to afford inspection ...
22. Fuel tanks empty gas free and ready for examination ...
23. All pipes and cocks at the vessel's side to be accessible to the Surveyor ...
24. All main and auxiliary machinery to be opened up for examination ...
25. All L.S.A. & Fire Fighting equipments to be ready for inspection ...
26. If the vessel is in dry dock or on a slip-way the hull may be completely examined externally ...

SURVEY FORM No. 4

Dated, the ... 19 ...

To,
The Captain of Ports,
Panjim,

Request the services of a Surveyor to undertake the survey of † steam/motor †vessel/launch, † after 5 P.M./before 7 A.M./Sunday/Holiday* ... on the ... 19 .

The Surveyor was released from survey duty at ... † P.M./ A.M.

†

Master/Owner/Agent.

†Score out what is not required.

* Here insert only the name of the Government approved Holiday.

SURVEY FORM No. 5
Survey of Inland Steam or Motor Vessels

The 19.

To,

The Owner/Master of the inland steam/motor vessel s. s./m. v. ...

Sir,

Having surveyed the inland steam/motor vessel (.....) in accordance with the inland steam-vessels Act, 1917 the following repairs/renewals are recommended before a declaration of survey can be issued in respect of the above mentioned vessel:

Hull: ...

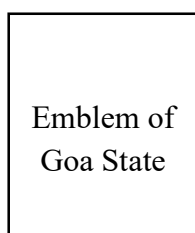
....

Engines: ...

...

Equipment: ...

Yours faithfully,
 Surveyor of Inland Steam/motor
 vessels at ...



⁷[SURVEY FORM No. 6

Surveyor's Declaration under section 7, of the Inland
 Vessels Act, 1917 (Central Act I of 1917)

No.

Name of Inland Motor Vessel	Port of Registry & Official Number	Where and when built and material	Tonnage of vessel		Extreme length and Length (in metres)	Breadth (in metres)	Depth (in metres)	
			G.R.T.	N.R.T.				

Description of Engines:

No. of sets	No. of shafts	Year of Build and Makers	Reciprocating Engines	Rotary Engines	B.H.P.	N.H.P.	Estimated speed	
			No. of cylinders	Diameter of cylinders				

⁷Substituted vide (Amendment) Rules, 1999; published in the O.G., Series I No. 29 dated 14-10-1999.

When and where last examined in dry-dock	Condition of hull	No. of crew		DWT Carrying Capacity	Maximum Carrying Capacity of Inland Vessel		
		Engine Room	Deck Crew			Cargo	Passengers
					Fair Season		
					Foul Season		
Name and Address of the Owners & Occupation							
Name of Master Grade Certificate No. Date of issue issued by				Name of Engineer/Engine Driver Grade Certificate No. Date of issue issued by			
Name of Serang Grade Certificate No. Date of issue issued by				Name of Asst. Driver Grade Certificate No. Date of issue issued by			
Limits (if any) beyond which the vessel is not fit to ply				Time, if less than one year, for which the hull, engines machinery & equipment will be sufficient			

Boats, Life-buoys, Fire-Fighting Equipment and General Equipments required on board:

Boat(s), its size & cubic capacity	No. of buoyant apparatus	No. of Life-buoys and Lifejackets	Fire-Extinguishers			Size and length of fire hose	No. of Anchors and type	Length and size of anchor cable chain
			Foam type	Soda acid	DCP			
General Equipment								

Declaration to be made by the Surveyor

I hereby declare: -

(1) That on..... at..... I completed the Annual inspection of Inland Motor Vessel/LaunchOfficial No.

(2) That the hull, engines and machinery are in good condition and sufficient for the service intended.

(3) That the hull, engines, machinery and equipment will in my judgement be sufficient until.....

(4) That the vessel is in my judgement, fit to carry the quantity of cargo and the number of passengers as indicated overleaf.

(5) That the boats, life-saving appliances, lights, signals, compasses, safety valves and fire equipments are such and in such condition as are required by the rules under Inland Vessels Act, 1917.

(6) That the vessel, as regards the hull, machinery and equipment is in my Judgement, fit to ply as an inland motor Vessel.

(7) That the certificate of the Master/Serang, Engineer, Engine Driver and the number of crew are such as are required by the rules made under Inland Vessels Act, 1917.

Dated, this day ofof the year

*Surveyor of Inland Motor
Vessel as appointed by the
Government of Goa.*

Notice: In accordance with section 8 of the Inland Vessels Act, 1917. Owners or Masters of Inland Motor Vessels are required to send Surveyors Declarations to the Captain of Ports, Panaji or Dy. Captain of Ports, Mormugao within 14 days of the receipt thereof, noting the date of receipt of the Declaration from the Surveyor and the date of transmissions to the Officer thereon.

This declaration was received from the Surveyor by me this day of of the year

.....
Signature of Owner or Master

And transmitted to the Office of the Captain of Ports/Dy. Captain of Ports, thisday of of the year

.....
Signature of Owner or Master

SURVEY FORM No. 7

Survey of Inland Steam or Motor Vessels

The ... of...

To,

The Owner or Master of the ...

Sir,

I hereby give you notice that the Certificate of Survey of the above inland steam/motor vessel applied for by ... is ready for delivery, and will be delivered at this office at any time during office hours on application and payment of the following sum viz:-

Forfeiture under section 8(2) of the Inland Steam Vessels Act, Rs. Ps.
1917 for delay in excess of fourteen days in sending in the
declaration, being at the rate of Rs. 5/- per day for ... days

Total _____

Yours faithfully,

Officer appointed under section 9,
sub-section (4), of Act I of 1917.

SURVEY FORM No. 8

E. B. & A. Schedule LVIII. Form No. 44.

Memorandum of Measurement for Passengers.

... Steamer ...

Official No. ...

Measured on the ...

At the Port of ...

By ...

Date forwarded to Examiner ...

Examined by ... Returned ...

D. C. J. P. (Marine) P. O. No. 135-500-2-6-11.

Certificates required: } _____

Name and Official number	Length	Breadth	Depth	Depth to Length	Tonnage		When built	Port of Register	When last Examined
					Gross	U. D.			

SURVEY FORM No. 9
CERTIFICATE OF SURVEY

No.....

Issued under Act 1 of 1917 by the Government of Goa, Daman and Diu

For an Inland Steam-Vessel authorized to ply by night or day

TO REMAIN IN FORCE ONLY UNTIL THE _____ DAY OF 19

Inland Steamer .

Official No. ...

Port of Registry ...

Certificate of Registry No. ...

Owner, Managing Owner, or Agent ...

Port of Survey	Register Tonnage	Gross Tonnage	Name of Master and Number of his Certificate

Limits beyond which this Vessel is not to ply.

NUMBER OF PASSENGERS

This Steam-Vessel is, according to the declaration of the Surveyor, fit to carry when there is no Encumbrance of Passenger Accommodation —

Deck Passengers	A When plying by night (smooth and partially smooth water)	B When plying by day (smooth and partially smooth water) or in canals by night and day)	C When plying by day on voyages which do not last more than 6 hours (smooth water only)	Second Cabin Passengers	Saloon Passengers
Between Decks...					
Main >.....					
Upper > or Bridge					
Total					

Two Children under 12 YEARS OF AGE to be reckoned as one passenger

If the Space measured for Passenger Accommodation is occupied by cattle, or by cargo, or other articles

A When plying by night (smooth and partially smooth water)	Then for every 9 superficial feet of such space so occupied on the deck or in the cabins	ONE PASSENGER	Is to be deducted from the numbers above stated
B When plying by day (smooth and partially smooth water or in canals by night and day)	Then for every 6 superficial feet of such space so occupied on the upper or main deck, and for every 9 superficial feet of such space so occupied in the between decks or in the cabins	ONE PASSENGER	Is to be deducted from the numbers above stated.
C When plying by day on voyages which do not last more than 6 hours (smooth water only)	Then for every 3 superficial feet of such space so occupied on the upper or main deck, and for every 9 superficial feet of such space so occupied in the between decks or in the cabins	ONE PASSENGER	Is to be deducted from the numbers above stated.

BOATS, LIFE-BUOYS AND EQUIPMENTS

Required to be carried by this ship

Boats	Life-Buoys and Equipments
Boatof the aggregate cubic feet. capacity of	<p>A. FIRE-HOSE capable of being connected with the engine, and of sufficient length to be used in any part of the vessel approved fire extinguishers.</p> <p>A. SAFETY-VALVE on each boiler, out of the control of any person on board, except the master, when the steam is up.</p> <p>Compass } fit and ready Life-buoys } for use Buoyant apparatus }</p>

No. Of engines and how propelled	Made of Engines and year of built	B.H.P.	N.H.P.	Speed	Total No. of crew	PASSENGER	
						FAIR	FOUL

Boats, Life-buoys and Fire Equipment required to be carried by the vessel:

No. of Boats size & cubic capacity	No. of Buoyant Apparatus	No. of Life-buoys and Lifejackets		Fire Extinguishers			No. of Anchors with their weight	Length size	
				Foam Type	Soda Acid	D.C.P		Anchor cable	Hose
		LB	LR						

Name of Master Grade Certificate No. Date of issue issued by				Name of Engineer/Engine Driver Grade Certificate No. Date of issue issued by			
Name of Serang Grade Certificate No. Date of issue issued by				Name of Asst. Driver Grade Certificate No. Date of issue issued by			
Name of Owner, Managing Owner or Agent		Insurance Validity			Unless previously cancelled or revoked, this certificate shall expire on		
		First Quarter	Second Quarter	Third Quarter	Fourth Quarter		

This is to certify that the provision of the Inland Vessels Act, 1917 in respect of the Survey of the above mentioned vessel and transmission of the Surveyor's Declaration in respect thereof have been complied with and the Name and Official Number as allotted has been marked on her bow, in testimony, of which I hereby issue this Certificate of Survey to the vessels.

Signed by Order of the Government of Goa.

This day of of the year

.....

Surveyor Captain of Ports

This certificate, unless previously cancelled or revoked, to be in force until theday of 19

If the vessel is then out of a place of survey, she must be surveyed and have a new certificate before she first begins to ply after her next subsequent return to a place of survey.

Either this certificate or the duplicate thereof, furnished by the Captain of Ports, Panaji is to be put up in a conspicuous part of the vessel, where it will be visible to all persons on board the same.

If the number of workmen carried exceeds the number stated in this certificate, the Master and Owner shall, for every workman over and above the number, be each liable to a fine which may extend to ten rupees.

In case of any accident occasioning of life, or any material damage affecting the seaworthiness or efficiency of the vessel, either in the hull or any part of the machinery or equipment a report by letter, signed by the Owner or the Master, is to be forwarded to the Captain of Ports, within 24 hours after the happening of the accident, or as soon thereafter as possible.]

By order and in the name of Governor of Goa.

Capt. A. P. Mascarenhas, Captain of Ports and Ex-Officio Joint Secretary.

Panaji, 22nd July, 1999.



SURVEY FORM No. 11

No.

CERTIFICATE OF SURVEY

Issued under Act 1 of 1917 by the Government of Goa, Daman and Diu

For an inland steam or motor-vessel authorised to ply by day and night within smooth water limits for journeys not exceeding one and a half hours for the purpose of carrying workmen free of charge to and from their place of work

Inland Steam or Motor-Vessel ... Official No. ... Certificate of Registry No....
Owner, Managing Owner, or Agent Port of Registry.

Where surveyed	Gross Tonnage	Name of master and number of his Certificate

NUMBER OF WORKMEN

This inland steam or motor-vessel is, according to the declaration of the ship surveyor, fit to carry when there is no encumbrance of the accommodation measured for the purpose of carrying workmen —

Clear areas (1)	By day only (2)	By night only (3)

Forward	Workmen	Workmen
Main		
Aft		
TOTAL.....		

If the space measured for workmen is occupied by luggage or other articles.

Then for every 3 superficial feet so occupied	} One workman	} Is to be deducted from the number above stated
---	---------------	--

LIFE BUOYS AND FIRE EQUIPMENT

Required to be carried by this vessel

Buoyant apparatus Buoys	} Fit and ready for use	} Fire extinguishers Fire buckets Sand boxes
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This is to certify that the provisions of the law respect to the survey of the above-mentioned Inland Steam or Motor-Vessel and the transmission of declaration in respect thereof, have been complied with.

Signed by order of the Government of Goa, Daman and Diu.

This day of19

Examined and Registered.

Captain of Ports, Panjim,.

This certificate, unless previously cancelled or revoked, to be in force until theday of 19

If the vessel is then out of a place of survey, she must be surveyed and have a new certificate before she first begins to ply after her next subsequent return to a place of survey.

Either this certificate or the duplicate thereof, furnished by the Captain of Ports, Panjim is to be put up in a conspicuous part of the vessel, where it will be visible to all persons on board the same.

If the number of workmen carried exceeds the number stated in his certificate, the Master and Owner shall, for every workman over and above that number, be each liable to a fine which may extend to ten rupees.

In case of any accident occasioning loss of life, or any material damage affecting the seaworthiness or efficiency of the vessel, either in the hull or in any part of the machinery or equipment, a report by letter, signed by the Owner or the Master, is to be forwarded to the Captain of Ports or his deputy, within 24 hours after the happening of the accident, or as soon thereafter as possible.”

PART I

General instructions

CHAPTER I

Introductory

1. Object of instructions.- The instructions are issued by the Government of Goa, Daman and Diu for guidance of Surveyors for survey vessels under I. S. V. Act, 1917. They also indicate to owners, ship-builders and other concerned the procedure to be adopted for the survey of Inland Vessels and the conditions under which the certificates of survey are issued:

These instructions should be read in conjunction with Inland Steam (Constructions and Survey) Rules, 1962.

2. The need for Certificate of Survey.- Under Section 3 (1) of I. S. V. Act, 1917 all Inland Steam Vessels must be in possession of a valid certificate of survey issued by the Government of Goa, Daman and Diu before proceeding on any voyage in Inland Waters of Union Territory.

3. Powers of Surveyors.— Under Section 5 (1) of I. S. V. Act, 1917 a Surveyor in the performance of his duties may go on board any Inland Vessel at all reasonable times and inspect it, or any part of it, or any of machinery, boats equipments, or articles on board or any of certificates of Master, Serangs or Engine Drivers and in consequence of any accident to the ship or for any other reason to be considered it necessary, he may require the ship to be taken into dry dock for the purpose of surveying the Hull.

Surveyors should take every opportunity of visiting Inland Steam Vessels and should they find that any of the requirements of I. S. V. Act are not complied with, the fact should be pointed out to the Master and Owner and a report forwarded to the Captain of Ports.

If any person hinders a Surveyor for going on board any Inland vessel or otherwise impedes him in execution of his duties under the I. S. V. Act, he renders himself liable for each offence, to fine not exceeding five hundred rupees. Any case of hindrance must be reported to the Government through the Captain of Ports.

4. Ports of Survey.— Survey of inland vessel shall be conducted in places that are declared as ports of survey from time to time. The following places have been declared ports of survey.

Panjim, Mormugao, Daman and Diu.

5. Manner of making applications.— (i) Every application for the survey of an inland vessel shall be made on the prescribed form (Survey form No. 1) to the Captain of Ports, Panjim, at least 3 clear days (7 clear days in case of surveys at outports) before the day on which it is desired that the survey shall take place. An application received late is liable to delay the commencement of survey.

(ii) An application for survey should be accompanied by the prescribed survey fee together with such drawings and plans of the vessel as the surveyor may require for the purpose.

6. Appointment for surveyors.— An applicant should contact the Surveyor appointed for the purpose at least a day before the commencement of survey and arrange with him as to the time and place of the Survey.

7. Surveys on Sundays, etc.— Surveys shall be carried out on all working days in the year between the hours of 7 a.m. and 5 p.m. Surveys on Sundays, Government Holidays and surveys outside the hours of 7 a.m. to 5 p.m. can only be arranged with prior concurrence of the Captain of Ports and on payment of additional Sunday, Holiday or Overtime fees.

8. Preparation for Survey.- (i) At the request of the applicant, the Surveyor shall provide a list of the requisite preparations for commencement of survey. If the Surveyor finds on the appointed day at the appointed time that such preparations have not been made and the vessel has not been properly presented for survey, the Surveyor may fix some other time for the survey. Such postponed surveys shall be carried out after the Surveyor has attended to his other normal engagements.

(ii) If, however, the Surveyor is unavoidably prevented from being present at the time fixed for survey, he shall send earliest possible intimation to the applicant and fix some other time mutually convenient to the applicant and Surveyor.

9. Drydocking.— All inland vessels require to be inspected once in 12 months by a Surveyor in a dry dock or an a slipway such that a portions of the hull external can be examined during the hours of daylight. Unless specially authorised in any exceptional case, (by the Captain of Ports) no survey of the external hull shall be carried out during the hours of darkness. The period of validity of a certificate of survey shall normally be limited for a period of 12 months from the date of last inspection of the hull external in a dry dock of slipway.

10. Survey during construction.— Applicants are advised that the Government of Goa, Daman and Diu consider it desirable that vessels under construction for eventually plying as inland vessels should be under inspection of a Surveyor throughout all stages of construction. Applicants should accordingly make their application before lying the keel so that the progress of construction may be watched by the Surveyor from the very beginning.

11. Declaration of Survey.— (i) After his first inspection of a vessel under survey, the Surveyor shall inform the applicant of the items that require attention with special reference to those defect which if not rectified, may preclude the Surveyor from issuing a Declaration of Survey under Section 7 of the Act.

(ii) If the Surveyor is fully satisfied as to all the requirements having been complied with, he shall issue a declaration of survey to the applicant. In case the Surveyor is unable to issue such a declaration, he shall, before refusing to do so, address the applicant in writing, pointing out the defects on which the refusal is based. If such defects are rectified to the satisfaction of the surveyor he shall forthwith issue the declaration.

(iii) The applicant or his agent on receipt of the declaration of survey shall forthwith transmit to the Captain of Ports, Panjim, and in any case shall do so within 14 days after receipt thereof.

12. Delivery of Certificate of Survey.— The applicant should take delivery of the Certificate of Survey from the counter of the Captain of Ports Office, Panjim. Certificates of Survey are not normally transmitted by post or delivered at Deputy Captain of Ports office, Marmagoa, unless specially requested to do so by the applicant.

13. Extension of Survey Certificates.— The normal period of validity of a Certificate of Survey is 12 months and requests for extension would not normally be considered. In special circumstances the Captain of Ports, may grant an extension for a period not exceeding three months on receipt of intimation from the Surveyor that after such inspections as he considered necessary he finds the hull machinery and equipment of the vessel in order for the proposed period of extension.

14. Report of Accident.— Attention is drawn to Section 13 (c) of the Act and to the last para printed on the Certificate of Survey:

“In case of any ACCIDENT occasioning loss of life, or any material damage affecting the seaworthiness or efficiency of the vessel, either in the hull or in any part of the machinery or equipment, a report by letter, signed by the owner or master is to be forwarded to the Captain of Ports, Panjim within 24 hours after the happening of the accident or as soon thereafter as possible”. Non-compliance may entail the summary withdrawal of the Certificate of Survey by the Captain of Ports.

PART II

Construction

15. Strength of Hull.—Surveyors shall be guided generally by the Instructions to Surveyors issued by the Government of India for the construction and survey of Passenger Steamers under the Indian Merchant Shipping Act, 1923, with such modifications as may be deemed prudent keeping in view the intended service and the plying area of the vessel. Cases in dispute shall be referred to the Captain of Ports, whose decision of a Certificate of Survey under the Act shall be final.

16. Sub-division.—Sub-division arrangements in each case shall be submitted to the Captain of Ports, for approval.

17. Deck Openings and Hatch Coamings. — Height of hatch coamings should be decided by the Surveyor considering the size and position of the hatches, but in no case should coamings be less than 6" in height.

18. Freeboard.— The length should be measured from the forward side of the stem to the after side of the stern post, and the clear side should be measured to the top of the covering board or to the top of the wash strake, if one is fitted above the covering board. If however, a half-deck is fitted, the clear side should be measured from the top of the deck at side.

19. Stability.- (i) Unless particulars of the position of the transverse metacentric at various draughts experiment should be carried out with the vessel loaded with weights to represent the fully laden condition. A calculation showing the transverse metacentric height and the angle of heel which would occur with two-thirds of the passengers distributed on one side of the ship and one-third on the other side should be submitted to the Captain of Ports for approval. Each passenger should be represented by a weight of 140 lbs.

(ii) In decked vessels, the passengers should be taken as congregated at 3 sq. ft. each on the upper most deck or decks to which they have access and the centre of gravity of the passengers should be taken as 2 ft. 6" above the deck.

(iii) In open boats, the centre of gravity of the passengers should be taken at 1 ft. above the seat.

(iv) In no case should the Surveyor certify a vessel for any number of passengers or cargo unless he is satisfied that the vessel has sufficient stability and freeboard to carry that number of passengers or cargo safely.

20. Internal Combustion Engines.— In case of unusual or unapproved types of engines, the Surveyor may require full details of the various parts of machinery, method of construction, and he may further require such tests to be carried out as would satisfy him that the proposed machinery is suitable for an inland vessel.

21. Nature of Fuel.— Engines using petrol as the main fuel shall not be accepted for installation in inland vessels. There would however, be no objection to the carriage of a small quantity of petrol not exceeding 2 gallons for the purpose of starting the engines. Only in exceptional cases where an inland vessel is used exclusively for personal business or recreation by the owner, his family or friends, petrol engine may be permitted temporarily in an inland vessel. Each such case shall be submitted to the Captain of Ports, Panjim.

PART IV

Life saving appliances & lights & sound signals

22. Light & Sound Signals.— Surveyors are to be guided by the Instructions as to the Survey of Lights & Sound Signals issued by the Government of India from time to time. In the case of small vessels, the Surveyor may accept smaller size lights.

PART V

Fire appliances

23. Surveyors shall be guided by the Indian Merchant Shipping (Fire Appliances) Rules, 1956 and by the Instructions as to the Survey of Fire Appliances issued by Government of India from time to time with such modifications as may be deemed prudent in the case of small vessels.

24. Fire extinguishers should be examined every year and at least one container should be discharged, preferably by a member of the crew and the Surveyor should

take every opportunity to ensure that the crew know how to operate the fire fighting appliances provided on board.

25. All portable fire extinguishers are to be examined at each survey and the Surveyor is to be satisfied with their conditions before accepting them. Each fire extinguisher is to be tested hydraulically at least once every four years to a pressure of not less than 30 lbs. per sq.in.

PART VI

Passenger accommodation

26. Open Launches. — (i) The forward extremity of the space available for passenger accommodation is to be determined by the Surveyor with due regard to the proper storage of the anchor and cable and to any other necessary equipment in the bow of the vessel, and the length is to be measured from this point to the foreside of the bulkhead separating the motor space from the passenger space. If the motor is placed amidships and additional space may be available for passengers between the after bulkhead of the motor space and a position near the stern of the vessel to be determined by the Surveyor as suitable, having due regard to the steering-arrangements and fuel take space.

The breadths are to be measured at suitable intervals to the back of the side benches or to the inside of gunwale or to the inside of the hold deck (where fitted) whichever measurement is least.

(ii) Spaces abreast of the engine should not normally be measured for passenger accommodation, but may be included in the passenger measurements if the motor is enclosed by a casing or longitudinal bulkheads constructed in accordance with rule 16 of these rules and if the distance between the sides of the casing or bulkheads and the back of seats is at least three feet.

(iii) No space within two feet of the entrance to any ladderway, washplace or lavatory shall be included in the space measured for passengers.

27. Barriers.- The barrier could run fore and aft on the middle line which will have the effect of preventing instantaneous movement of passengers from one side of the deck to the other in the event of a heavy roll, or lurch. Such a barrier could be constructed of vertical or horizontal round bars and gaps could be allowed at the ends to permit a controlled movement of passengers from one side to the other.

By order and in the name of the Administrator of Goa, Daman and Diu.

B. K. Chougule, Secretary, Industries and Labour Department.

Panjim, 26th August, 1965.