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The Gazette of India



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MINISTRY OF SURFACE TRANSPORT (Ports Wing) New Delhi

NOTIFICATION

New Delhi, the 27th June, 1995

G.S.R. 523(E). - Whereas certain draft rules of Calcutta Port Rules were published, as required by sub-section 2 of Section 6 of India Ports Act, 1908 in the Gazette of India Part II Section 3 Sub-section (i) under the notification of the Government of India in the Ministry of Surface Transport (Ports Wing), No.G.S.R. 306(E), dated 9-3-94 inviting objections and suggestions from all persons likely to be affected thereby before the expiry of 45 days from the date on which copies of the Gazette of India in which the notification was published are made available to the public.

2. And whereas the said Gazette were made available to the public on 28th July, 1994.
3. And the suggestions/amendments received from the public etc. before the expiry of the aforesaid period have been duly considered.
4. Now, therefore, in exercise of the powers conferred by sub-section (i) of section (6) of the said Act, the Central Government hereby makes the following rules namely :-

RULES

CHAPTER-I

GENERAL

1. **Short Title and commencement :**

- 1) These rules may be called the "**Calcutta Port Rules, 1994.**"
- 2) They shall come into force on the date of its publication in the Official Gazette.

2. **Definitions :-**

In these Rules unless the context otherwise requires,

- 1) "Board" in relation to Calcutta Port means the Board of Trustees for the Port of Calcutta constituted under the Major Port Trusts Act, 1963.
- 2) "boat" means every kind of small craft by whatever name described, not mechanically propelled, used for conveyance of passengers and or cargo and also includes pontoons in tow.
- 3) "Boat Surveyor" means the officer appointed by the Trustees to have charge under the supervision of the Superintendent. Boat Registration, of survey of boats requiring registration and licensing.
- 4) "Cargo boat" means boat which ordinarily carries all kinds of movable or personal property, including animals.
- 5) "Chairman" means the Chairman of the Board and includes the person appointed to act in his place under section 14 of the Major Port Trusts Act, 1963.
- 6) "Chief Mechanical Engineer" means the officer appointed by the Central Government to have charge inter alia of the Dry Docks.
- 7) "dark" means half an hour after sunset.
- 8) "day break" means half an hour before sunrise.
- 9) "Deputy Chairman, Calcutta" means the Deputy Chairman of the Board and having charge of the Calcutta Dock System under the control of the Chairman, Calcutta Port Trust and includes the person appointed to act in his place under section 14 of the Major Ports Act, 1963.
- 10) "Deputy Chairman, Haldia" means the Deputy Chairman of the Board and having charge of the Haldia Dock Complex under the control of the Chairman. Calcutta Port Trust and also includes a person appointed to act in his place under Section 14 of the Major Port Trust Act, 1963.

- 11) "Director Marine department" means the Head of the Marine Department appointed by the Central Government as such for the Port of Calcutta and Port approaches (and includes any other officer acting under his authority) to exercise or perform the functions under the Indian Ports Act, 1908.
- 12) "Docks" means the Kidderpore Docks, Netaji Subhash Dock, Garden Reach Jetties, Haldia Oil Jetties. Haldia Docks and all lands, roads, quays, berths, sheds, warehouses, railway works and other things appertaining thereto.
- 13) "Dock Master" means the officer appointed by the Trustees to have charge, under the supervision of the Harbour Master (Ports), of the berthing and mooring of all vessels in and the moving of all vessels into, in or out of the docks except at Haldia Dock and Haldia Oil jetties.
- 14) "Dry Docks" means the two dry docks in Netaji Subhash Dock and three dry docks in Kidderpore Docks.
- 15) "ferry" steamer" means every description of inland vessel which regularly plies on a fixed route within or partly within the port.
- 16) "flat" means a decked-in boat which can ply only in tow of an inland vessel.
- 17) "form" means form annexed to these Rules.
- 18) "General Manager (Operations)" means the officer of Haldia Dock Complex under the control of the Deputy Chairman. Haldia having overall charge of operation inter alia of the Marine Operation Division at Haldia.
- 19) "Harbour" in respect of vessels bound for Calcutta means the area above Panchpara pillar and inclusive of Netaji Subhash Dock, Kidderpore Docks and all moorings in the river and anchorage.
 - a. In respect of vessels bound for/hauling out of Baj Baj moorings, the Baj Baj reach and moorings at Baj Baj shall also fall under the Harbour area.
 - b. In respect of vessels bound for Haldia, "Harbour" means part of the stretch of river between confluence of River Haldi and River Hooghly to Balari Tower including the Haldia Banks and Nayachara bank as also Haldia Dock.
- 20) "Harbour Master (Port)" means the officer in charge of the berthing, mooring and movement of all vessels crafts above Panchpara pillar and inclusive of Netaji Subhash Dock, Kidderpore Docks and all moorings within the Port of Calcutta except at Haldia berth and jetties.
- 21) "Harbour Master (River)" means the officer in charge of all pilotage movements between Lower College Sand Buoy and Sand heads.

- 22) "Hover Craft/Hydrofoil/Sea-plane" means a power-driven craft of special construction which raises herself off the water surface or skids forward when underway.
- 23) "land vessel" means any vessel which is subject to the provision of the Inland Steam Vessels Act, 1917.
- 24) "Manager (Marine Operations)" means the officer under the control of the General Manager (Operations) posted at Haldia in charge of movement of ships within Haldia Dock, ingress and egress of ships in/out of Haldia Dock and other marine activities there.
- 25) "Manjhi" means any person in charge of a boat/flat.
- 26) "Master" when used in relation to any vessel, means any person other than a pilot being in charge or control of the vessel.
- 27) "navigable channel" means that portion of the river Hooghly used from time to time by sea-going vessels/ sea planes/ hydrofoils and defined by navigational marks and buoys.
- 28) "passenger boat" means any boat which ordinarily carries other persons in addition to the manjhi or boatman in charge and the crew.
- 29) "pilot" means a person for the time being authorised to pilot vessels.
- 30) "Port" means the Port of Calcutta and the navigable river and channels leading to it in which the Indian Ports Act, 1908 is for the time being in force.
- 31) "sea-going vessel" means every description of vessel used in sea-navigation or notified as sea-going by the competent authority.
- 32) "small craft" means every description of vessel not being a sea-going vessel or an Inland vessel, which is used for the conveyance by water of human beings or of property.
- 33) "Superintendent, Boat Registration" means the officer appointed to have charge, under the supervision of the Director, Marine Department, of registration licensing, survey and all other allied activities of all boats and flats, not being inland vessels plying within or partly within the Port.
- 34) "Superintendent, Dry Docks" means the officer appointed to have charge of the Dry Docks.
- 35) "Tonne" means a tonne as determined or determinable by the rules for the time being in force for regulating the measurement of the tonnage of Indian ships except in the Rules for licensing and regulating flats or boats where tonne means a tonne as determined by the provisions of Rule 71.
- 36) "Traffic Manager" means the officer appointed by the Central Government to have charge

of the Traffic Department.

- 37) "Trustees" means the members of the Board of Trustees for the port of Calcutta.
- 38) "Vessel" includes every description of water craft, other than a seaplane/hydrofoil/hovercraft on water, used or capable of being used as a means of transport on water.
- 39) "vessel under way" means a vessel not at anchor or made fast to the shore or a ground.

3. **Application.** – These rules, unless it is otherwise stated, be applicable within the Port of Calcutta

The provisions of these rules relating to sea-going vessels shall also apply to sea-planes/hydrofoils, but where as a result of their special construction it is not possible for sea-planes/hydrofoils to comply fully with the provisions specifying the carrying of lights and shapes they shall be complied with as far as circumstances permit. Nothing contained in these Rules shall affect the provisions of :

- 1) any Rules under the **Petroleum Act, 1934 (XXX of 1934)**;
- 2) any Rules made under the **Obstruction in Fairways Act, 1881 (XVI of 1881)**;
- 3) any Rules made under **Inland Steam Vessels Act, 1917 (1 of 1917)**;
- 4) any Bye-laws/Regulations/Rules made under the **Howrah Bridge Act, 1926 (Bengal Act IV of 1926)**;
- 5) any Bye-laws Regulations, made under the **Major Port Trusts Act, 1963 (38 of 1963)**;
- 6) any Rules Regulations Bye-laws made under the Environment (Protection) Act, 1986 (29 of 1986).

CHAPTER II

RULES FOR SEA-GOING VESSELS

4. **Restriction on movement - Prevention or collisions at sea. –**

- 1) Every vessel shall as and when ordered by the Director, Marine Department or Traffic Manager or Harbour Master (Port) or General Manager (Operations) or Manager (Marine Operations) move to or from any berth, mooring or anchorage in the Port:
 - a. Provided that below Garden House Point all sea-going vessels shall proceed up or down the river on the orders of the Director, Marine Department or Traffic Manager or Harbour Master (River).
- 2) Every vessel navigating the River Hooghly shall be governed by International Rules for

preventing Collision at Sea, as modified or supplemented by local rules prescribed by the Trustees for navigation in the River Hooghly.

- 3) Any shipowner may apply to the Harbour Master (Port) or the Harbour Master (River) for a copy of the rules mentioned in sub-rule (2).

5. **Regulations of Berths and Moorings; Restriction on movement with Pilot or other authorised Officer.** –

- 1) All sea-going vessels shall take up the berths or moorings or occupy the places appointed for them by the Traffic Manager, Director, Marine Department, Harbour Master (Port) or Manager (Marine Operations) and move from any berth, mooring or places to any other berth, mooring or places at the direction and under the charge of any duly authorised Officer of the Port.
- 2) No sea-going vessels shall move into or out of, or within the Docks, or to or from a jetty/berth mooring/anchorage, without having a Pilot, or Berthing Master or a duly authorised officer or board, unless a dispensation for the same is given under the provision of Section 31 of the Indian Ports Act, 1908.
- 3) The master or the owner shall obey every lawful direction or, and act in full cooperation with all duly authorised officers of the Port for the purpose of mooring or unmoorings, moving or removing a sea-going vessel or of regulating her position or of adjusting her equipment and gear, for the loading or discharging of her cargo, for her safety or similar other purposes.

6. **Application for assistance - furnishing of vessels particulars.** –

- 1) All applications for sea-going vessels to be hauled out from Docks, moorings or for any other assistance shall be made either personally or in prescribed form to the Harbour Master (Port) or Manager (Marine Operations). For river passage, separate applications booking shall be made with Harbour Master (River).
- 2) Before a sea-going vessel is brought into the Docks or placed alongside the jetties, the master or owner or agents shall furnish to the Traffic Manager or Harbour Master (Port) or Manager (Marine Operations) or other duly authorised officer of the Port full particulars of the vessels' dimensions, draft, tonnage and special features of equipment or construction in the prescribed form.

7. **Use of tugs, Use of anchors.** –

- 1) Every sea-going vessel wishing to move within the port or in the navigable channels of the river shall employ such tugs for the purpose as are in the opinion of the Harbour Master (Port), Harbour Master (River) or Manager (Marine Operations) or the Pilot in charge, necessary for her safety.

2) Before taking over charge of a vessel at Garden Reach Point, a Pilot shall satisfy himself that two serviceable bower anchors are ready for use and a third anchor is in such a position on deck that it can be brought into use in case of necessity. A pilot shall also satisfy himself that sufficient cable is attached to each of the bower anchors.

8. **Power of vessels.** - The Master of every sea-going vessel entering or leaving any mooring or any dock or Jetty berth under her own power shall be responsible for the maintenance of sufficient power to work her engines at full speed, ahead as may be required.

9. **Use of moorings.** - No sea-going vessel shall make fast to, or use any mooring, fixed or swinging, without the permission of the Director, Marine Department or Harbour Master (Port) or Manager (Marine Operations).

10. **Vessels at swinging moorings.** - Every sea-going vessels lying at a swinging mooring shall, from the 15th June to 31st October have, in addition to her bower chain, the end of a good hawser made fast to the ring of the mooring.

11. **Anchors at bow.** - Every sea-going vessel under way, or lying in the stream or at a mooring shall at all times have at least one anchor at the bow with a cable bent ready for letting go at short notice.

12. **Mooring of vessels.** - No person shall moor any sea-going vessel in any manner other than that prescribed by the Director, Marine Department or Harbour Master (Port) or Manager (Marine Operations) or alert without the permission of such officers, the mooring of any sea-going vessel save for the purpose of causing undue strain or of taking up undue slack on her moorings.

13. **Prohibition of anchoring.** - Unless a Pilot or Harbour Pilot is on board, no sea-going vessel shall lie at anchor in the port without the authority of the Director, Marine Department or Harbour Master (Port) or Harbour Master (River) or Manager (Marine Operations).

14. **Precaution against bore tides.** - When bore tides are expected every sea-going vessel lying at moorings in the stream--

(a) shall have her best hawsers made fast to the flood moorings or to her own chains close to the moorings and have taut with sufficient strain to relieve the jerk on the chains and bins when the bore makes;

(b) shall take up bore anchor moorings whenever required to do so by the Director, Marine Department or Harbour Master (Port);

(c) shall have power ready on her main engines, steering gear, windlass and winches for immediate use in an emergency and ;

(d) no person shall come or be upon any pontoon while a bore tide is expected or in progress.

15. **Vessels not to remain alongside pontoon.** - No vessel shall remain alongside any pontoon except for the purpose of landing or shipping goods or of disembarking or embarking passengers.
16. **Trial of engines.** - No sea-going vessel occupying moorings in the docks or in the stream or lying at a dock berth should tune her propellers without giving sufficient warning to all boats in the vicinity and unless a pilot or Berthing Master is on board during engine trials, propellers may only be turned at dead slow speed for short periods, in each direction. No trial over the power of dead-slow for a very short period shall be made, except under the direction of a Pilot or Berthing Master.
17. **Dismantling of engine.** - No sea-going vessel shall, without the permission of the Director, Marine Department or Harbour Master (Port) or Traffic Manager or Manager (Marine Operations) dismantle her engines or otherwise render herself incapable of movement.
18. **Storm Signals.** - When storm signal No. VIII, IX or X is hoisted on the flagstaff at Trustees' Office, at 15, Strand Road, the flagstaff on the clock tower at the entrance to Kidderpore Docks and the flagstaff on the house of the Harbour Pilot or Pilot at Baj Baj or other authorised position in the port, the Master of all sea-going vessels shall immediately take every precaution in their power to make their vessels snug and secure and in particular shall keep a second anchor ready for letting go.
19. **Crews for vessels.** - Subject to the provisions of rules 21, 22, 23, 24 and 25, all sea-going vessels in the Port shall have on board a sufficient number of crew to perform any duty which may become necessary for their safety or normal movement and in any emergency.
20. **Double banking.** - All sea-going vessels berthed in the docks either alongside the quay berth or at the buoys must be prepared to receive other vessels alongside them at short notice. The vessel stationary in the berth shall provide all the facilities to the vessel approaching to be berthed alongside in the interest of safety of both the vessels.
21. **License of minimum crew.** - Whenever any sea-going vessel is laid up in any berth or mooring specially allotted to her for that purpose, it shall be lawful for the Trustees by the hand of their Chairman to grant for a stated period a license, in Form A of the Schedule authorising the vessel to remain at her berth or mooring with the minimum crew specified in that licence.
22. **Revocation of licence.** - It shall also be lawful for Chairman, in Form B of the Schedule to revoke the aforesaid licence in Form A, and on and after the publication of such revocation, which shall be effected by pasting a copy thereof upon some conspicuous part of such vessel, the provisions of rule 19 shall apply to the vessel as if no such licence had ever been granted.
23. **Licence to lie without crew.** - Whenever it will appear to the Chairman that any creek, river or dock is so situated that sea-going vessels without any crew therein may remain afloat in such creek, river or dock without danger to any vessel in any part of the port, it shall be lawful for the Chairman in Form C of the Schedule to issue a licence exempting any such vessel from the provisions of rule 19 and if he thinks fit to revoke, or from time to time amend the aforesaid

licence.

24. **Smoking.** - No person shall smoke or use naked lights of any description in a hold or between decks of a sea-going vessel or in any enclosed space in such vessel containing stores, cargo, or inflammable materials.
25. **Lights.** - No sea-going vessel shall without the permission of the Director, Marine Department or General Manager (Operations) use any lights other than electric lights, provided that this rule shall not apply to emergency navigation or riding lights.
26. **Fires.** - Lighting of fires on sea-going vessel shall be permitted only in galleys or properly constructed fire-places.
27. **Fire works** - The discharge of fire-works is prohibited on all sea-going vessels.
28. **Measures during fires.** - When a fire has broken out in any vessel, the masters of all sea-going vessels in neighbouring berths or moorings shall fuel their awnings, get their force pumps and hoses ready for use and prepare to slip their cables or hawsers.
29. **Projection from vessels.** - All sea-going vessels proceeding to or from the docks or jetties shall turn in all boats and remove all projections likely to collide with any wall, pier or jetty or quay equipment.
30. **Projecting equipment.** - No sea-going vessel lying above Garden House Point shall have projecting from her side any anchor, spar or other equipment likely to cause damage to other vessels.
31. **Discharge of noxious wastes/filth/rubbish.** - No person shall
 - a. willfully discharge into the river or any dock, any petroleum or other inflammable liquid.
 - b. Willfully throw any liquid of a noxious character or any filth or rubbish into the waters of the river or of any dock.
32. **Protection of environment.** -
 - 1) No person shall. –
 - a. lay or place any ballast/rubbish/cargo goods/ articles/substance on any quay/pier//jetty/vessel in such a position that the same or any part of the same will be likely to fall into the water, if such ballast, rubbish/cargo goods/articles/substance is likely to be detrimental to environment or cause damage to shipping after falling into the river.
 - b. cast/throw or permit or suffer any ballast rubbish cargo/goods/articles as referred to in sub-rule (1) of this rule to fall into the docks or the river from any pier, quay, jetty or vessel.

- 2) The Master or any vessel from which any such cargo/goods/substance/thing as aforesaid have been cast or thrown or have fallen into the docks or the river shall forthwith report full particulars of the occurrence to the Dock Master or the Harbour Master (Port) or Manager (Marine Operation) as the case may be.

33. **Sounding of whistles.** - No sea-going vessel shall sound her whistle or siren except in accordance with the International Rules for Preventing Collisions at Sea as modified for the River Hooghly ;

Provided that no sea-going vessel shall continuously sound a whistle or siren.

34. **Blue Peter.** - Every sea-going vessel about to leave the Port shall hoist the Blue Peter at the fore at 6 A.M. on the day prior to that on which she breaks moorings, and shall keep it hoisted until the pilot assumes charge to take her to sea; Provided that this rule shall not apply in time of War.

35. **International Code Flag "A".** - Every sea-going vessel entering moorings or proceeding to a jetty shall hoist International Code Flag A on the triatic stay and shall keep it hoisted until the Harbour Pilot in charge, when he considers it safe for inland vessels and small craft to come alongside orders it to be lowered.

36. **Prohibition of private signals** -No signals excepting those authorised by the International Code of Signals shall be hoisted by a sea-going vessel without the authority of the Director, Marine Department or Harbour Pilot or the General Manager (Operations) or Pilot in charge.

37. **Signal lights.** - Every sea-going vessel shall between dark and day break exhibit the lights required by the International Rules for Preventing Collisions at Sea. No other signal lights shall be exhibited except by direction of the Pilot in charge.

38. **Use of search lights.** - The use of search-lights by any sea-going vessel whilst within the port is prohibited except by the direction of the Director, Marine Department, Harbour Master (Ports) or Harbour Pilot or the Pilot; in charge or Manager (Marine Department).

39. **Display of lights while towing/punishing.**-Every sea-going vessel when being towed/pushed shall display lights/shapes as prescribed for such vessels by the international Rules for preventing Collisions at Sea as may be in force/amended from time to time.

40. **Lights of the sea-going vessel not to interfere with the lights of tugs.** - Every sea-going vessel in the port in tow of tugs lashed alongside shall extinguish all lights which interfere with the visibility of the lights exhibited by the tugs.

41. **Towing lights.** - A sea-going vessel towing another sea-going vessel in the port shall :-

- a) When towing ahead exhibited lights prescribed by International Rules for Preventing

Collisions at Sea ;

b) When towing alongside exhibit side lights only on the side away from the tow.

42. **Towing lights for tugs.** - The additional white light mentioned in clause (b) of rule 41 shall not be carried by a sea-going vessel going in tow in the port with tug/tugs alongside.

43. **Lights for vessel aground and vessels at anchor.** –

1) Every sea-going vessel aground in the Port or the navigable channel of the river shall exhibit lights/shapes in accordance with the International Rules for Preventing Collision at Sea as may be in force/amended from time to time.

2) The black ball required to be exhibited by vessels at anchor as prescribed in the International Rules for Preventing Collision at Sea shall not be carried by any vessel between Saugar Roads and Rabindra Setu.

3) A black ball at the foremast or at the Signal Yardman on the foremast shall be shown by every vessel under weighs when going full speed. The ball is to be lowered down half-way when the engine of the vessel are running at reduced speed or when the vessel is manouvering. The use of the ball is compulsory for the vessels under weigh between Saugar Roads and Rabindra Setu and optional below Saugar Roads.

44. **Precaution against accidents.** - The master of every sea-going vessel shall take all necessary precautions by placing guards or otherwise to prevent injury to persons or damage to property through the discharge of steam, oil or water from any part of his vessel.

45. **Securing beams and hatchway.** - When cargo is being loaded into or unloaded from a sea-going vessel through any of her hatchways, whether on deck or below, the longitudinal (fore and after) and athwartship beams and hatchway covers of such hatchways shall be secured in such as manner as will effectually prevent them from falling into the hold or overboard.

46. **Safety of workmen.** - The Master of any sea-going vessel requiring work to be done in bilges, boilers or double bottoms shall take all precautions to ensure that working conditions in such places are made safe before any person is sent into them.

CHAPTER III

RULES FOR INLAND VESSELS

47. **Comprehensive Rules.** - The provisions of rules 9, 10, 11, 24, 25, 26, 27, 28, 31, 32, 33, 41 and 43 shall apply in relation to inland vessels as they apply relation to sea-going vessels.

48. **Navigable Channel.** - Every inland vessel shall be so navigated as to keep free the navigable channel required by sea-going vessels.

49. **Regulation of Berths and Moorings.** - Every inland vessel shall take up, or move to or from any berth, mooring or place when directed to do so by a duly authorised officer of the Port.

50. **Anchoring.** - No inland vessel shall anchor in such a position or in such a manner as to offer obstruction to any sea-going vessel in the navigable channel.

51. **Restriction on movement.** - No inland vessel shall proceed alongside any sea-going vessel for any purpose while International Code "Flag "A" is flying on the triatic stay of the latter.

52. **Regulation of Rules.** - Every inland vessel passing under the Vivekananda Bridge at Bally shall, when proceeding from North to South, pass between piers Nos.2 and 3 and when proceeding from South to North between piers Nos.2, 3 and 4.

53. **Prohibited Anchorage.** - No inland vessel shall anchor :-

(a) in Garden Reach between the Lower College Sand buoy and the Upper Panchpara Flat buoy; or

(b) in Baj Baj Reach between the Fort Gloster buoy and the southern boundary pillars of the Port of Calcutta ;

(c) in Haldia Reach between Haldia River and Balari Tower.

(d) in the area Cossipore to Bally between a line drawn north of Pran Nath Roy Chowdhuri's Ghat to a point 250 feet North of Chuni Mull Khettri's Ghat on the right bank and a line drawn from the north end of the Cossipore Gun and Shell Factory on the left bank to a point 700 feet south of Gardener's House on the right bank ;

(e) in the area Khardah to Barrackpore - between a line drawn 950 feet north of Jagannath Ghat to a point 125 feet north of a ghat at Titaghar Jute Mill on the left bank and a line drawn 700 feet south of Jagannath Ghat on the right bank to a point 300 feet north of the northern jetty of the Khardah Jute Mill on the left bank ;

(f) in the area Ichapur to Shamnagar between a line drawn 350 feet south of Durgamoni Ghat on the right bank to a point 1,200 feet north of Shastitola Ghat on the left bank a line drawn 350 feet north of Cherbindi Ghat on the right bank to point 850 feet north of Harish Basu's Ghat Shamnagar, on the left bank.

54. **Free Passage.** - Every inland vessels at anchor under way, shall at all times afford free passages sufficient width to piers, jetties, landing places, wharves, quays, docks and moorings.

55. **Navigation Rules.** - Inland vessels navigating the River Hooghly shall navigate at all times as follows:-

a) between Kidderpore Docks and Netaji Subhash Dock, on the edge of College Sand :

- b) Provided that no inland vessel with a flat or flats in tow when coming up on the flood tide between sunset and sunrise shall proceed above Netaji Subhas Dock until the ebb tide has made ;
- c) between Netaji Subhas Dock and Rajabagan Ferry Station, either close to the right bank or to the outer line of moorings close to the left bank of the River; Provided that every inland vessel other than a stern wheeler, launch, tug or ferry steamer which has no other craft in tow shall when sea-going vessels are under way and about to turn either on the flood or ebb tide heave to on the College Sand if she is above the sea-going vessels and off the Union South Jute Mill if she is below them until such time as the sea-going vessels have completed the manoeuvre of turning round ;
- d) between Rajabagan Ferry Station and Akra Semaphore on the edge of Sankral Sand ;
- e) between Akra Semaphore and Pir Serang Shrine, on the edge of Munikhali Sand ;
- f) between Pir Serang and the north end of Budge Budge, on the edge of Koffri Sand ;
- g) between the north end of Baj Baj and the Premchand Jute Mill, near the right bank of the River and on the edge of Budge Budge Sand ; Provided that between Fort Gloster Flat Buoy and the Lothian Jute Mill no inland vessel other than a stern wheeler, launch, tug or ferry steamer which has no other craft in tow shall navigate the channel when sea-going vessels are turning or about the turn on either the flood or ebb tide ;
- h) between the Premchand Jute Mill and the upper end of Moyapur Bar, on the edge of Achipur Sand ;
- i) On Moyapur Bar, the shallow tracks ;
- j) in Royapur Reach, on the edge of Royapur Sand ;
- k) on Royapur Bar, the shallow tracks ;
- l) in Brul Reach, on the edge of Brul Sand ;
- m) in Fisherman's and Fulda Reaches on the edge of Fulda Sand ;
- n) in Ninan Reach, on the edge of Shipgunge Sand ;
- o) in Nurpur Reach, and in the vicinity of the James and Mary, the Western Gut; Provided that between the 15th August and 1st December they may navigate the Eastern Gut during the ebb tide;
- p) From Hooghly Point to Hospital Point, the left bank of the River over Hooghly sand ;

q) from Hospital Point to the Silver Tree Point, the left bank of the river.

56. **Guidelines for movement of inland vessels.** - From Rabindra Setu down to and including Duff Point inland vessels crossing or intending to cross from one side of the navigable channel to the other, shall not obstruct the passage of, or cause risk of collision with, any sea-going vessel which is using the crossing at the time, but shall slacken speed, stop or reverse and if necessary turn round.

57. **Restriction on speed.** - (1) Outward bound vessel shall when approaching Baj Baj and abreast of Madhu Chak Mark in Koffri Reach reduce their speed to six knots through the water and the speed shall not be increased until the vessel has passed the Lower Fising Marks at Baj Baj.

Inward bound vessels shall reduce their speed to six knots through the water when abreast of the Upper Baj Baj Sand Buoy in Baj Baj Reach and shall not increase their speed until they have passed the Port Gloster Column.

Provided, however, that if at six knots the vessels makes a wash which might cause other vessels in the Baj Baj mooring to range on their mooring cables, the speed shall be further reduced.

(2) No vessel shall over take any other vessel off the Baj Baj Oil Moorings.

(3) No vessel shall pass Haldia Oil Jetty at a speed in excess of six knots or at a speed which may cause the vessel alongside Haldia Oil Jetty to range.

58. **Unmooring during freshets.** - Inland vessels lying above Rabindra Setu shall not haul out of moorings from 15th June to 31st October during the last quarter of the ebb.

59. **Storm signals.** - When a storm signals is hoisted on the flag staff at the Trustees; 15, Strand Road the flag staff on the clock tower at the entrance to Kidderpore Docks and the flag staff on the Harbour Pilot's house at Baj Baj or other authorised position in the port the masters of all inland vessels shall immediately take every precaution in their power to make their vessels snug and secure.

60. **Inland vessels and bores.** - No inland vessel shall lie alongside a floating pontoon while a bore is making. Any inland vessel lying alongside a floating pontoon when a bore is due, shall cast off and lie in the stream till the bore has passed, when it may, if so required, proceed alongside again.

61. **Crews for vessels.** - Every inland vessel shall have on board a sufficient number of crew to perform any duties which may become necessary for her safety or movement in any emergency.

62. **Prescribed lights.** - Every inland vessel shall exhibit the lights prescribed in the Rules made under the Inland Steam Vessels Act, 1917 (1 of 1917).

63. **Search lights.** - Inland vessels are permitted to use search-lights for navigational purposes; provided that no search-light shall in any circumstances be directed so as to interfere with the navigation of any vessel under way.

64. **Fire appliances.** - Every inland vessel shall carry the fire appliances prescribed in the Rules made under the Inland Steam Vessels Act, 1917 (1 of 1917).

CHAPTER-IV

RULES FOR FLATS AND BOATS

65. **Comprehensive Rules.** - The provisions of Rules 9, 10, 11, 27, 31, 32 and 43 shall apply in relation to flats and boats as they apply in relation to seagoing vessels; and the provisions of Rules 48, 49, 50, 51, Sub-rules (c), (d) and (e) of rule 53, rules 54, 59 and 60 shall apply in relation to flats and boats as they apply in relation to inland vessels.

66. **Boat Registration and licensing.** - No flat or boat shall ply whether regularly or occasionally within or partly within the Port, unless it has been registered and licensed on payment of prescribed fees. The Boat Surveyor shall at the time of registration brand on the flat or boat her registered number and tonnage: Provided that no flat or boat required to be registered under the Registration of Barges Rules, 1952. shall be registered and licensed by the Trustees, unless such flat or boat has been registered by the Registering Authority, Government of West Bengal and has had her registered number branded according to the provisions of the said Registration of Barges Rules, 1952. and no number shall be branded on such flat or boat by the Trustees' Boat Surveyor.

67. **Application for Registration.** - Every application for the registration of a flat/boat shall be made in writing to the Trustees' Boat Surveyor in Form. 'D' of the Schedule with an affidavit and photo certificate furnishing the following particulars ;

- a) Owner's name and address, or name and address of his duly authorised agent in Calcutta.
- b) description of the boat or flat, and
- c) nature of licence cargo or passenger, held or required.

68. **Method of Registration.** - Every flat or boat requiring registration. shall, if a flat, be placed at a convenient mooring or, if a boat be sent to the special licensing buoys at Outram Ghat for measurement under rule 70 by the Trustees' boat Surveyor who shall enter in a register, to be maintained by him, the particulars mentioned in rule 67, together with all relevant measurements taken under rule 70.

Every flat/boat requiring registration shall be placed at the licensing buoy or at a convenient place for stage inspection to be carried out by the Trustees Surveyor on payment of the prescribed fees, provided that any flat/boat may, on payment of prescribed fees, be surveyed at the owner's workshop.

69. **Cancellation of Registration** . - The registered number of a flat/boat shall remain in force as an identification number throughout the whole working life of the flat/boat unless.-

- a) the flat/boat remains unlicensed for a period of 3 years ;
- b) the flat/boat is condemned by the Trustees' Boat Surveyor as unfit for further service;
- c) the number branded on the flat/boat becomes obliterated and cannot otherwise be traced, and
- d) the dimensions of the flat/boat are altered.

70. **Method of measurement.** - Every flat/boat shall for the purpose of these rules be measured -

(i) for Cubic Capacity by the formula $L \times B \times D \times K = \text{Cubic Capacity}$ where :

L is the length in metres measured from the inside of the stem post to the inside of the stern post;

B is the greatest breadth in metres measured from side to side inside the ceiling planks or inside the frames whichever measurement is less;

D is the greatest depth in metres from a line extended from side to side across the upper most continuous strakes to the upper side of the floor ceiling plank or to the upper side of the floor whichever measurement is less;

K is a constant dependent on the type of flat/boat and taken from the following table:-

Class I :-

- (a) Flush decked, square built and open boats and flats K=0.9
- (b) Bazar boats where the brake forward and aft does not exceed 23 cms..... K = 0.8
- (c) Bazar boats where the brake forward and aft exceeds 23 cms..... K=0.7

Class II - Open country boats known as -

- (a) Jolly boats or powooes K=0.9
- (b) Hollahax K=0.83
- (c) Bhurs and ponsways K=0.8
- (d) Dinghees, Bowleah and Green boats K=0.64

(e) Chetes K=0.63

Provided that (i) for straw boats Cubic capacity shall be measured by the same formula in which L and K are taken as above, and

B is the breadth in metres measured inside the ceiling planks or inside the frames, whichever measurement is less, under the deck beam amidships,

D is the depth in metres measured from the underside of the deck beam amidships to the upper side of the floor ceiling planks or to the upper side of Keelson whichever measurement is the less ;

(ii) for Freeboard -

(a) by taking if it is a decked or open flat or boat of iron and steel, the figure in the column headed "F1" or "F2" as the case may be corresponding to the depth of the vessel (D) in accordance with the following table, the correction (C) being applied where the length (L) does not correspond with the depth.

D	L	F1	F2	C
m	m	cm	cm	cm
1.68	16.76	22	30	1.905
1.83	18.29	24	32	1.905
1.98	19.81	22	36	1.905
2.13	21.34	29	39	1.905
2.29	22.86	32	43	1.905
2.44	23.38	35	46	1.905
2.59	25.91	37	49	2.223
2.74	27.43	40	53	
2.90	28.96	42	56	2.223
3.05	30.48	45	59	2.223
3.20	32.00	47	63	2.223
3.35	33.53	50	66	2.223
3.51	35.05	53	71	2.540
3.66	36.58	57	76	2.540
3.81	38.10	60	80	2.540
3.96	30.62	64	84	2.540
4.11	41.15	68	90	2.540
4.27	42.67	70	93	2.540

D = Depth

L = Length

F1 = Foreboard for decked flats or boats of iron or 1 steel.

F2 = Freeboard for open flats or boats of iron or steel.

C = Correction to be applied to the freeboard for every 3.05 metres difference in length.

(b) by taking, if it is a wooden boat either square built or country built, or a composite built boat, 8 cms. for every 30 cms. depth of hold, as measured under clause (i) above.

(iii) for passengers by dividing the superficial area in square metre of the deck space available for passengers by 0.5574 and counting, if carried, two children below the age of 12 years or 74.64 Kgs. weight of luggage as the equivalent of one passenger.

Provided that for boats belonging to private firm or companies and used exclusively for the conveyance of their employees, the divisor shall be 0.3710 instead of 0.5574.

(iv) for passengers and cargo under clause (i) and (ii) above.

71. **Application for licence.** - Every application for a licence for a flat, boat shall be made in writing to the Trustees' Boat Surveyor in Form "E" of the Schedule and shall contain the following particulars :

(a) Owner's name and address, or

(b) name and address of his duly authorised agent in Calcutta.

(c) a description of the flat or boat,

(d) The registered number branded on the flat; boat by the Trustees' Boat Surveyor or the registered number marked according to the provisions of the Registration of Barges Rules, 1952, and

(e) the name of the Manjhi in charge of the flat/boat.

72. **Method of Licensing.** - Every flat or boat requiring a licence shall, if a flat, be placed at a convenient mooring or, if a boat be sent to the special Licensing Buoy at Outram Ghat for survey by the Trustees' Boat Surveyor who, on payment of prescribed fees, shall :

(a) issue a licence, if the flat/boat is found to be in good order and suitable for the purpose for which it is intended, or

(b) indicate, if the flat/boat is not in good order, the repairs or alternations necessary before a licence can be granted;

Provided that any flat/boat may, on payment of the prescribed fees, be surveyed at the owner's workshops.

Every flat/boat so licensed other a flat/boat required to be registered under the Registration of Barges Rules, 1952, shall have her registered number in figures not less than 15 cms., high painted/welded/engraved on both bows by the Trustees' Boat Surveyor.

73. **Manjhi's Licence.** - No flat/boat shall be allowed to ply within the port unless it is in charge of a Manjhi licensed by the Trustees. Manjhi Licence Book which is not transferable shall contain all the licences granted to the Manjhi and such licences will ordinarily be issued at the same time as the flat/boat licence. A Manjhi newly appointed having no earlier Manjhi Licence in his name will have to appear before the Board Surveyor for test after three months of working for which licence was issued. A Manjhi newly placed licence to the Trustees' Boat Surveyor and shall himself apply for a licence to the Trustees' Boat Surveyor and shall procure the licence of the flat/boat in which his name shall be entered by the said Surveyor.

A Manjhi licence may be revoked in case of breach of any of the conditions of the licence or these rules by the concerned Manjhi.

Failure to appear before the Trustees' Boat Surveyor for test on the expiry of the licence granted to him shall render the Manjhi liable to be charged duplicate Manjhi licence fees on every such occasion for immediate subsequent licensing.

74. **Manjhi Licence Book.** - Manjhi's Licence Book is obtainable from the Boat Registration office on payment of prescribed fees.

75. **Cargo boat crew.** - (1) Every flat or cargo boat plying in the port shall carry -

(a) an approved life-buoy or a suitable approved substitute with a suitable life line attached to it of size not less than 1 inch in circumference and 10 fathoms in length ;

(b) when under way, when in tow or when waiting outside the entrance to the Kidderpore or Netaji Subhas Docks, the crew laid down in sub-rule (2);

(c) 50 per cent of the crew laid down in sub-rule (2) subject to a minimum of two, when laid-up. The rounding of fractional figures, for this purpose will, as a special case, be the nearest lower whole number. However, when a flat or a cargo boat is laid-up at sites above the Vivekananda Bridge, a minimum of one crew/watchman only will be necessary.

(2) The crew for a flat or cargo boat shall be as under :

Category of flat or boat

Manning Scale

(i) Upto 60 registered metric tonnes	1 Manjhi
(ii) exceeding 60 registered metric tonnes but not exceeding 90 registered metric tonnes.	1 Manjhi
(iii) exceeding 90 registered metric tonnes but not exceeding 15 registered metric tonnes.	1 Manjhi 4 Dandees
(iv) exceeding 115 registered metric tonnes but not exceeding 160 registered metric registered metric tonnes.	1 Manjhi 5 Dandees
(v) exceeding 160 registered metric tonnes	1 Manjhi 6 Dandees.

76. **Passenger boat crew:** - Every passenger boat plying in the port shall carry:-

(a) Not less than two approved life-buoy or suitable approved substitutes with suitable life lines attached to them not less than 1 inch in circumference and 10 fathoms in length, and if she is licensed to carry more than 40 passengers, one additional approved life-buoy or a suitable approved substitute with a suitable life line attached to it for every additional twenty passengers or part thereof,

(b) When under way or playing door hire, if she is licensed for --

not more than 10 passengers, a crew of 2 Dandees

1 Manjhi

not more than 15 passengers, a crew of 3 Dandees

1 Manjhi

not more than 20 passengers, a crew of 4 Dandees

1 Manjhi

not more than 25 passengers, a crew of	5 Dandees
	1 Manjhi
not more than 30 passengers, a crew of	6 Dandees
	1 Manjhi
not more than 35 passengers, a crew of	7 Dandees
	1 Manjhi

(c) When laid up for the night or when lying at anchor if she is licensed for --

not more than 15 passengers, a crew of	1 man
not more than 20 passengers, a crew of	2 men
not more than 30 passengers, a crew of	3 men
more than 30 passengers, a crew of	4 men

77. **Load line.**-- Every flat/boat exceeding the registered measurement of 28 cu. mts. shall have her load line, which shall at no time be submerged, indicated by a conspicuous mark cut into the hull and painted white on dark ground. This mark shall be made by the Trustees' Boat Surveyor at the time of registration.

78. **Exhibition of passenger plate.**-- Every boat licensed to carry passengers shall exhibit a passenger plate on which shall be shown in English and Bengali the registered number of the boat, licence number, the number of passengers she is authorised to carry, the number of her crew and the expiry date of her licence.

79. **Inspection of licence.**--Every Manjhi in charge of a flat or boat plying in the port shall carry his own licence and the licence of his flat/boat, each of which shall be produced whenever it is required by the Port Police or by an officer/staff duly authorised by the Trustees.

The licence of a passenger boat shall also be produced for inspection at the request of any passenger.

80. **Seizure of licence.**-- In case of breach of these rules or any of the conditions of the Licence by the owner or agent or Manjhi of the flat or boat, the flat boat may be seized by the Port Police or by an Officer Staff authorised by the Trustees and kept in police custody till finalisation of the dispute.

The boats/flat - plying without licences or with expired licence or without licensed Manjhi or with a Manjhi with expired Manjhi licence may be seized by the River Traffic Police and placed at the licensing Buoy for registering and licensing as the case may be by the Superintendent, Boat Registration. The licences of such seized boats/flats shall be referred to the Superintendent, Boat Registration for recovery of prescribed charges.

81. **Duration of licence.**-- Every licence granted under these rules shall usually continue to be in force one year from the date on which it is granted, unless revoked. The licence may also be granted to a at/flat for restricted period of less than a year, if considered necessary. Duplicate licence may also be issued in lieu of lost or deferred licence.

Every expired or revoked licence shall be surrendered to the Trustees' Boat Surveyor without delay.

82. **Extension of licence.**-- An extension of licence may be granted for a period not exceeding 3 months at the rate prescribed in the Calcutta Port Trust Scale Rates :

Provided that no such extension shall be granted until the flat/boat has been surveyed and found to be in good order and suitable for the purpose for which is intended.

Notwithstanding anything contained in this rule an extension of licence for a period not exceeding three months may be granted without a survey in case of a boat held up outside the Port of Calcutta and its navigable river and channels.

83. **Renewal or extension of licence under certain circumstances.**-- (1) The owners of boats and flats lying within the port shall be responsible for renewal or extension of licences, granted for such vessels, immediately on the expiry of such licences unless the vessels are completely laid up for repairs and cease to ply in the Port at that time. When the boats or flats are not actually plying at the time of renewal or extension of licence, the owners shall inform the Trustees' Superintendent, Boat Registration in the prescribed form within a week therefrom.

(2) Failure to comply with the provision shall without prejudice to the other rights of the Trustees, render the owner liable to be charged licence fees at double the rate (for the expired period) from the date of expiry of the licence or at such enhanced rate as may be laid down by the Trustees from time to time.

84. **Continuity of licence.**-- (1) The continuity of the licence shall be maintained if application for renewal/extension of the expired licence of the boat/flat is made and such boat/flat presented within seven days of the expiry of the licence.

(2) The break in continuity of licences granted shall be allowed in regard to boat laid up for repairs only. The owners must state the location, type of work involved and the duration of such repairs and apply for laying up the boat/flat. Discontinuity of licence shall only be allowed if the laid-up period is over six weeks and prior intimation in writing is given to the Trustees' Superintendent. Boat Registration by the Boat owner before the expiry of the licence.

(3) In case the validity of licence of a boat/flat expires while the boat/flat is in inside the Docks loaded with cargo and awaiting discharge, the owner should inform the Superintendent. Boat Registration at least a week prior to the expiry of such licence and obtain extension certificate or temporary licence after survey on account of the reason stated above and deposit the prescribed fees as the case may. The Superintendent, Boat Registration on being satisfied will stamp their licence stating that such boats/flats are not be loaded again and are to be placed for survey outside the docks on completion of discharge of cargo. In the event of failure to comply with the above provision the normal penalty charges shall be levied.

85. **Refusal of licence.**-- The Trustees reserve the right to refuse any application for the issuance or extension of a licence, for reasons to be recorded in writing and communicated to the applicant for licence.

86. **Re-measurement.** -- The owner or agent of a flat or boat which has been altered in dimension during the currency of its licence shall at once send it to the Trustees' Boat Surveyor for re-measurement.

87. **Re-Survey.**-- The Trustees may at any time direct a licensed flat or boat to be re-surveyed, without any fee.

88. **Transfer of ownership.**-- The transfer of ownership of flats/boats may be effected by submitting the prescribed form duly filled-up and stamped, a money receipt and by delivery of possession of the flats/boats. The transferor must for the sake of record procure a letter from the transferee being the lawful owners of the flat/boat addressed to the Board of Trustees that a transfer of the flat/boat has been made indicating the mode of transfer and stating that the transferor has no further interest in it.

An advertisement will be issued in one of the leading newspapers, at the purchaser's expense notifying sale of a flat/boat as well as furnishing details, of the flat/boat viz. brand, registered tonnage, date of sale, name of the seller and the purchaser, etc. Such advertisement would be issued by the Superintendent. Boat Registration, Calcutta Port Trust giving a time limit of 15 days to the general public to notify their objections in writing together with documentary proof, if any, to the authorities concerned and if no objection is forthcoming within the stipulated time limit, then the transaction would be taken as finalised and the flat/boat, would be transferred in the name of the purchaser.

89. **Loss of boat.**-- If a flat/boat is broken up or lost, the owner or agent shall without delay return the certificate of Registry and the licence to the Boat Surveyor for cancellation.

90. **Unlicensed boat with cargo.**-- (1) Every flat or boat arriving in the Port without a licence or with a licence which has expired and wishing to discharge cargo shall at once apply for an unloading permit at the nearest Inland Wharves Toll Office and deposit with the Cashier a charge at double the rate of the maximum licence fee payable for the boat/flat for one year.

(2) Any flat/boat discharging cargo under this rule shall within 15 days of the date of entering the Port. or if a straw boat, within 30 days, proceed for survey and licence to the

licensing buoy at Outram Ghat. Any balance of deposit remaining after payment of the prescribed fees for licensing shall be refunded to the party concerned.

(3) No amount deposited under this rule is refundable if the boat/flat sent for repair or licensed for restricted period is not surveyed within the time or the formalities under the port Rules are not observed.

91. **Carriage of passenger.**-- No person in charge of a licensed passenger boat plying for hire in the port shall, without good reason, refuse to carry in such boat a passenger tendering the proper hire.

92. **Boat's to be under control.**-- All boats under way within the port shall themselves have sufficient control or shall be in tow of a vessel of sufficient power so that they are able to keep free the navigable channel required by sea-going vessels.

93. **Clearance area for sea-going vessels.**-- The navigable channel between the Lower College Sand Buoy and the Upper Panchpara Flat Buoy and between the Fort Gloster Flat Buoy and the southern boundary pillars of the Port of Calcutta shall, at all times, be kept clear for the manoeuvring of sea-going vessels.

Boats may lie ashore on the right bank in Garden Reach but they shall not place or have any anchors or mooring tackle in the stream.

94. **Navigation Rules.**-- (a) (1) Flats or boats within the port shall, at all times, navigate as follows:

(a) between Kidderpore Docks and Netaji Subhas Dock, between the right bank of the river and the line of buoys marking the edge of College sand ;

(b) between Netaji Subhas Dock and Rajabagan Ferry Station, close either to the right bank or to the outer line of mooring buoys on the left bank of the river;

(c) between Rajabagan Ferry Station and Akra/Semaphore, on the edge of Sankral Sand;

(d) between Akra Semaphore and Pir Serang Shrine on the edge of Manikhali Sand ;

(e) between Pir Serang Shrine and north end of Baj Baj, on the edge of Koffri Sand;

(f) between the north end of Baj Baj and the southern boundary of the port, on the right bank of the river.

(2) From Rabindra Setu down to and including, Luff Point every flat or boat navigating near a crossing shall proceed with caution and, if necessary anchor outside the navigable channel so that sea-going vessels may pass clear.

94. **Restriction on movement.**-- (b) No boat shall proceed alongside any sea-going vessel

entering moorings or proceeding to a jetty berth, when during the day, International Code Flag 'A' is flying at the triatic stay of the vessel, or when at night, two lights are exhibited vertically, that is a red light over a white light six feet apart visible all round the horizon.

95. **Cargo boats alongside sea-going vessels in moorings.**-- The maximum number of cargo boats permitted to lie abreast of each other on the outside of vessels in the outer berth of the undernoted moorings shall be :-

In No.1 Calcutta a Moorings, I flat or 2 boats.

In No.4 Esplanade Moorings, I flat or 4 boats.

In No.3 Esplanade Moorings, I flat or 4 boats.

In No.2, Esplanade Moorings, I flat or 5 boats.

In No.1 Esplanade Moorings, I flat or 5 boats.

In No.1 Princeps Moorings, I flat or 4 boats.

In No.3 Hastings Moorings, I flat or 5 boats.

In No.2 Hastings Moorings, I flat or 5 boats.

96. **Inland vessels.**--No flat/boat shall lie at or alongside the Inland Vessels Wharves for the receiving, landing or shipment of goods out of, or into, any vessel, not being a sea-going vessels, except when such flat/boat is so landing or shipping goods.

97. **Fishing boats.**-- Fishing boats are exempted from registration and licensing. However, these boats, shall observe all other rules applicable to boats : Provided that between day-break and dark no fishing boats may be moored in the navigable channel between the South-end of Uluberia Reach and Fulda Point.

98. **Wooden Dinghees.**-- Any wooden dinghee used for ferrying passengers and materials between vessels and shore in the docks must obtain plying permit from Dock Master on payment of prescribed fees, the validity of such plying permit must conform to the passenger licence/certificate issued by Superintendent, Boat Registration.

99. **Exhibition of lights.**-- Every boat whether at anchor or under way shall between dark and day-break exhibit at a height of at least 1.83 metres above the deck a white light in a weather proof lantern so constructed as to give a uniform and unbroken light of sufficient power to be visible all round the horizon at a distance of at least 1.61 Kms.

100. **Dumb-barge.**-- Every dumb-barge, lighter or flat in tow of a sea-going vessel in the port.--

(a) shall, if, in 'tow' alongside in the night exhibit in a properly constructed lantern on the outer edge of the vessel and at a height of not less than 91 cms. above any obstruction on deck, a white light, clear, uniform and unbroken, which shall be visible all round the horizon at a distance of at least 3.23 Kms.

(b) shall, if in tow astern, exhibit a similar white light of the art and at a height of not less than 1.83 Kms. above the deck.

Fire places.-- No fire shall be lighted in a flat/boat except in a properly constructed iron caboose or fire-place which shall be kept on deck or in such other part of the flat/boat as the Trustees' Boat Surveyor may direct.

102. **Lost property.**-- When property belonging to any passenger is left in a boat it shall at once be sent by the person in charge of the boat to the officer-in-charge of the nearest Police Station.

103. **Reporting of accidents.**-- Whenever any accident occurs to a flat/boats, the owner, agent or person in charge of such flat/boat shall at once proceed to the nearest Port Police Station and report to the officer-in-charge, the circumstances connected with the accident.

104. **Issue of certificate after accident.**--(1) The owner, agent or person in-charge of the flat or boat shall, after complying with the provisions of rule 103 submit a report in writing to the Trustees', Superintendent. Boat Registration along with the licence of the flat/boat stating the nature of the accident and the details of the repairs required to be carried out.

(2) On receipt of the report, the Superintendent, shall cause the flat/boat to be examined and specify in writing the repairs to be carried out.

(3) After the repairs so specified under sub-rule (2) have been duly carried out, the flat/boat shall be placed again before the Superintendent.

(4) On being satisfied about the repairs, the Superintendent shall issue a certificate in writing to that effect enclosing the licence of the flat/boat referred in sub-rule (1) on the basis of which alone the flat/boat may be allowed to ply in the river.

105. **Owner or Manjhis responsibilities.**-- Without affecting his other responsibilities under these rules, the owner or the person in charge of any boat shall, in particular, be responsible :-

(a) that the boat is provided with the number of crew and life-saving appliances required under these rules.

(b) that the boat is kept thoroughly clean;

(c) that the registered number is kept clearly painted on both sides in the manner prescribed by these rules;

- (d) that valid licences are carried both for the boat and Manjhi;
- (e) that the gear, tackle and life-saving appliances specified in the licence are provided and maintained in good working order;
- (f) that the load line is clearly marked and at no time submerged;
- (g) that the boat, if carrying passengers does not contain any person in excess of the number for which it is licensed.
- (h) that the boat, if carrying passengers does not contain any person in excess of the number for which it is licensed;
- (i) that the boat or flat should under no circumstances interfere with ship's movement or create obstruction to ship's work in the river or docks;
- (j) that the boat or flat should not be kept unmanned in the docks or river;
- (k) that the boat or flat should in no way be involved in activities like theft, smuggling, pilferage etc.

106. **Revocation of licence**-- A licence granted to any flat/boat may be revoked.

- (a) If the dues charges payable to the Trustees on any account whatsoever in respect of or in any way connected with the flat/boat remains unpaid for a period of three weeks from the date of demand thereof.
- (b) whenever the flat/boat is in the opinion of the Trustees unfit for the purpose for which is licensed;
- (c) whenever any breach of the conditions of the licence or of these rules has been committed by the owner or his agent or by the Manjhi in charge of the flat/boat;

Provided further that in case of dispute arising out of revocation of any licence under clauses (a), (b) and (c) Chairman/Deputy Chairman shall be the final authority.

CHAPTER V

RULES FOR REGULATION OF DRY DOCKS

107. **Application for dry-docking**-- Application for placing a vessel in a dry dock may be made to the Chief Mechanical Engineer, at any time. However, no definite date of regulation shall be allotted to the vessel until the application has been made in the prescribed Form 'F' of the Schedule annexed hereto which may be obtained from the office of the Chief Mechanical Engineer.

108. **Regulation of dry-docks.**-- On receipt of an application mentioning therein preference for Kidderpore or Netaji Subhas Dry Docks in the prescribed form, the vessel shall be placed on Entry List and an advice giving particulars of her regulation shall be sent to the applicant in the prescribed Form 'G' of the Schedule annexed hereto.

No vessel shall be permitted to enter a dry dock without previous regulation and no application shall be deemed to have been accepted until the advice of regulation in prescribed Form 'G' has been sent.

109. **Order of docking.**-- Vessels accepted in dry dock other than these provided for under rule 110 shall be docked in the order in which they appear in the Entry List.

Provided that.--

(a) if any vessel which is not ready on her booked date or on the date the dry dock is vacant, whichever is later, shall forfeit one place in the list.

(b) any vessel the dimension or construction of which is found to differ from the descriptive particulars given in the prescribed Form 'F' to an extent which may in the opinion of the Superintendent, Dry Docks interfere with the safe docking of the vessel shall be refused entry into the dock.

(c) Dry dock booking should be confirmed in writing 48 hours before scheduled docking date as per Form 'F'.

(d) In case of cancellation of booking is not done, cancellation charges as per scheduled rates shall be levied irrespective of whether or not the concerned dry dock is vacant.

110. **Preference in dry-docking.**-- In regulating admission to a dry dock preference shall be given to:

(a) a vessel with a gross tonnage of not less than 3,000 tonnes over all smaller vessels:

(b) a vessel with a gross tonnage of not less than 3,000 tonnes requiring the dock for a period not exceeding 24 hours over all similar vessels regulated for a longer period and all smaller vessels;

(c) a vessel with a gross tonnage of not less than 3,000 tonnes requiring the dock for a period and all smaller vessels;

111. **Preference to damaged vessels.**-- The Chairman, may at his discretion allow any vessel to enter dry dock with over riding preference over all other vessels standing on the Entry List, if such immediate entry to a dry dock is considered necessary by him.

112. **Arrangement prior to dry-docking.**-- The Master of a vessel shall, prior to the time of her admission into a dry dock, arrange:-

- (a) that the vessel is upright and her trim or stern does not exceed one foot for every 100 feet of her length between perpendiculars, provided that the Chief Mechanical Engineer may at his discretion permit a vessel, which cannot be trimmed within this limit. to be dry docked subject to such conditions as he may think fit.
- (b) that ballast tanks are either pressed full or pumped perfectly dry with the doors on and properly secured.
- (c) that suitable hawsers and heaving lines are in readiness on each side, fore and aft and masthead pendants move as per directions of Superintendent, Dry Docks.
- (d) that all bilges are kept perfectly dry.
- (e) that reading of the ballast tank sounding are taken whilst the vessel is afloat in dry dock and immediately after the vessel is on the blocks, fore and aft.
- (f) that copies of the readings taken under clause (e) above are at once delivered to the Superintendent, Dry Dock.

113. **Docking with cargo on board:**-- The Owner wishing to dry dock a vessel with cargo or additional bunkers on board may submit a special application to Chief Mechanical Engineer explaining the circumstances and furnishing full particulars of the nature and stowage of cargo in addition to furnishing the information required a per Form 'F' provided that dry docking of such vessel may be refused without assigning any reason therefor

114. **Refusal of admission :**-- Any vessel for which her Master has not made arrangements required under rule 109 may at the discretion of the Chief Mechanical Engineer be refused permission to enter the dry dock.

115. **Assistance and Extra hands :**- The Master of a vessel shall arrange that the crew render every assistance when docking or undocking the vessel and shall also supply extra hands which are in the opinion of Superintendent, Dry Docks required on board during these operations.

116. **Co-operation during shoring :**- From the time at which the dock ropes are made fast to the vessel to the time at which she is secured on the blocks, the Master shall use every effort to ensure that fullest cooperation between his crew and the dry dock staff in shoring the vessel, and shall ensure all other duties on board to cease so that his crew may be available for any work required by the Superintendent, Dry Docks.

117. **Alteration of ballast tanks:**-- While a vessel is in a dry dock no alteration shall be made in the condition of her ballast tanks without the permission of the Superintendent, Dry Docks, who shall not flood the dry dock until he is satisfied that the original condition prevailing before alteration has been restored by the Master. The Master of any vessel who cannot restore original condition of the ballast tanks without undue delay should immediately forward an application with all necessary details to Superintendent, Dry Docks.

118. **Shifting of weights**:- While a vessel is in a dry dock no bunkers, cargo, or heavy weight shall be shifted or taken on board or landed without the written permission of the Superintendent, Dry Docks.

119. **No out-board work** :- No out-board work shall be carried on while a vessel is being docked or undocked.

120. **Extension of stay** :- No vessel shall remain in a dry dock longer than the time for which it has been regulated provided that the Chief Mechanical Engineer may at his discretion allow further regulation on receipt of application before expiry of the time of regulation and subject to his satisfaction that circumstances not known when the vessel was regulated or which are beyond his control of the parties engaged for the work will prevent the completion within the original period of regulation of work which can be done only in a dry dock.

121. **Removal of vessel** :- The Master or Owner shall, unless the period of regulation is extended, make all necessary arrangements for taking the vessel out of dry dock at the expiration of the period for which she was regulated, provided that the Chief Mechanical Engineer may if the Master or Owner fails to make such arrangements, take all necessary steps to remove the vessel.

122. **Precautions before undocking**:- The Master shall satisfy himself that all sea-cocks, bilge holes and other apertures in the vessel's bottom have been securely closed before any water is let into the dry dock at the time of undocking.

123. **Equipment provided** :- The Port shall provide all blocks, horizontal and bilge shores necessary for the safe docking of the vessel, sufficient floating stages and traveling trestles for washing down, scraping and painting the vessel and sufficient trestles and staging for ordinary propeller work and minor repairs.

All stagings and supports for extensive repairs must be provided by the Master or the Owner or the Contractor carrying out the repairs.

124. **Appointment of contractor** :- The Trustees shall from year to year authorise certain approved firms or individuals to undertake work in connection with vessels in dry docks. No person/firm shall be allowed to undertake any such work unless he has been so authorised by the Chairman.

125. **Protection of port property** :- No block, shore stage, pole rope or other article belonging to the Port shall be removed from the Dry Dock premises without the written permission of the Superintendent, Dry Dock.

126. **Damage to dry-docks** :- No article belonging to the Dry Docks shall be destroyed, cut or otherwise damaged or allowed to go adrift nor should timber or other heavy materials be thrown upon the steps and stone work or passed into or out of the Dry Docks otherwise than by the means provided and prepared for the purpose.

127. **Use of cranes** :-- For booking of cranes in the dry docks, an application has to be made to the Superintendent, Dry Docks who would arrange for the same subject to availability, need and priority as deemed fit by him.
128. **Filtered Water and Electricity** :-- Separate requisition should be placed for filtered water and electricity prior to dry-docking.
129. **Special disposition of blocks** :-- For laying special disposition of blocks the Agent/Master/Owner should submit the docking plan at least 3 days in advance.
130. **Mis-declaration in tank sounding form** :-- While docking, if a vessel behaves contrary to the declaration made about the tank sounding by the Master, the docking may be cancelled by the Superintendent, Dry Docks or in case, to accommodate such condition the vessel is required to be taken out for laying the blocks again all such charges on daily dry docks hire basis may be levied while undocking if a vessel disturbs the block arrangement contrary to the Master's declaration in the Tank Sounding Form. Total cost of relaying the blocks should be borne by the Shipowner/Agent.
131. **Discharge of waste** :-- If a vessel discharges oil or any unwanted material, rubbish, etc. in the dry-dock, the owner Master would be required to clear those from dry docks, before undocking and for any damage to the machineries of the dry-dock on account of the same the repair cost should be borne by the Owner' Agent.
132. **Re-docking of vessel** :-- For redocking of any vessel for any reason whatsoever required by the Owner, additional charges other than Dry Dock hire charges may be levied as per Schedule of Rates.
133. **Use of capstan** :-- For use of electro-hydraulic/hydraulic, capstan, individual booking for each capstan shiftwise should be made to Superintendent, Dry Docks who would arrange the same subject to availability, need and priority as deemed fit.
134. **Work relating to hulls or fittings** :-- In case of extensive work in the way of underwater hull or any fittings, the location of the blocks to be made clear for such work must be indicated prior to docking to organize laying of blocks accordingly.

CHAPTER VI

RULES FOR SHI-BREAKING

135. **Application for shipbreaking** :-- An Owner requiring to dismantle a vessel or break up a vessel for scrap shall apply in writing to the Director, Marine Department, and shall produce for his inspection the clearance given by the Director General of Shipping, Indian Customs, and the Sales Tax Authorities, as applicable, and also such other documents as may be required by the Director, Marine Department. On being satisfied with the production of required documents, as applicable Director, Marine Department may allot a suitable berth for dismantling the vessel within the Calcutta Dock System.

136. **Agreement relating to ship-breaking** :-- The Owner, when so required, shall enter into formal agreement on such terms and conditions as may be laid down by the Director, Marine Department, regard being had to the circumstances of the case and the degree or risk involved in dismantling, breaking up or destroying of the vessel concerned.

137. **Payment of charges** :-- The Owner shall pay immediately on demand all charges prescribed by the Trustees as and when demanded by the Director, Marine Department, in the shape of wharfage, mooring, berth hire. Dry Dock beaching charges, ground rent charges, crane hire charges and any other charges as applicable, before such services are rendered.

138. **Bank guarantee from a scheduled bank for ship-breaking** :-- The Owner shall also furnish, if asked to do so a bank guarantee from a scheduled bank having its Head Office or Branch Office in Calcutta, as approved by the Trustees' Financial Adviser and Chief Accounts Officer in the form prescribed by the Director, Marine Department undertaking to pay to the Trustees, in the event of the vessel fully or partly sinking or becoming a wreck, the cost of salvage operations to be carried out by the Director, Marine Department to secure the safety of the Port, the safety of other vessels and/or for keeping clear the navigational channels. In deciding the amount and other terms of such bank guarantee, the decision of the Director, Marine Department shall be final.

139. **Ship-breaking without due diligence** :-- In case the Owner fails to carry out the breaking up or dismantling work with due diligence as required by the Director, Marine Department, the Trustees may, without prejudice to any of their rights, themselves or through other agencies break up or dismantle and/or sell and/or remove the portions so dismantled or broken up of the vessel at the cost and expense of the owner.

140. The expression '**Owner**' includes his agents, representative or assigns of vessels.

141. **Interpretation of Rules** :-- In case of any dispute as to the interpretation or-working off these Rules on ship breaking, the decision of the Chairman shall be final and binding.

141-A. **Repeal of some clauses of the Bye-laws of the Port of Calcutta** : With the coming into force of the Calcutta Port Rules 1994, the clause number 82(A) (a) to (g) of By-laws Port of Calcutta 1949, shall cease to have any effect, force and validity and shall be deemed to have been repealed ;

CHAPTER VII

RULES FOR DAMAGE TO PORT PROPERTY

142. Masters and Owners of vessels shall be held liable for any damage whatsoever that shall have been caused by their vessels or servants to any of the works or property of the Trustees and the Trustees reserve the right to detain their vessels in dock until security has been given for the amount of the damage caused.

Provided that without prejudice to any rights of the Board, the Chairman or Deputy

Chairman may allow the vessel or vessels to leave the Port on sufficient security being furnished by the Owner/Master to cover the estimated cost of damage/loss.

CHAPTER VIII

RULES FOR VESSELS CARRYING PETROLEUM

143. **Definitions :-** In this chapter unless the context otherwise requires;

- (1) "**bulk oil vessel**" means a petroleum vessel with petroleum in bulk.
- (2) "**case oil vessel**" means a petroleum vessel with petroleum in cases, casks, drums or other receptacles.
- (3) "**discharged vessel**" means a petroleum vessel which has completed the discharge of her petroleum;
- (4) "**excluded petroleum**" means petroleum having its flashpoint not below 93 C (or 200 F), to which these rules do not apply;
- (5) "**flash-point**" in relation to any petroleum, means the lowest temperature at which it yields a vapour which will give momentary flash when ignited, and determined in accordance with the provisions of the Petroleum Act, 1934 (30 of 1934) and the rules made thereunder;
- (6) "**gas-free-certificate**" means a certificate granted by an officer appointed by the Central Government in this behalf to the effect that a vessel has been thoroughly cleaned and freed from petroleum and inflammable vapour;
- (7) "**Petroleum**" means any liquid hydrocarbon or mixture of hydrocarbons and any inflammable mixture (liquid, viscous or solid) containing any liquid hydrocarbon.
- (8) "**Petroleum Class A**" means petroleum having its flash point below 23 C (or 73 F);
- (9) "**Petroleum Class B**" means petroleum having its flash point below 65.5 C (or 150 F): but not below 23 C (or 73 F);
- (10) "**Petroleum Class C**" means petroleum which has its flash point not below 65.5 C (or 150 F).
- (11) "**Petroleum in bulk**" means petroleum contained in a receptacle exceeding 1000 litres in capacity;
- (12) "**Petroleum vessel**" means vessel carrying more than 5,000 litres or 5 metric tonnes of Petroleum Class "A" or 50,000 litres or 50 metric tonnes of Petroleum Class "B" or any other substance having the same flash point as that of Petroleum Class "A" or Petroleum Class "B".

"to transport" means to move petroleum from one place to another within the port.

144. **Regulation of petroleum vessels**.-- No petroleum vessel shall proceed above Sandheads until she has been allotted a berth in the Port of Calcutta.

145. **Restriction on movement** :-- No petroleum vessel shall proceed above Baj Baj with :--

(a) Petroleum Class "A";

(b) Petroleum Class "B" which is not intended for discharge at the petroleum berth in Netaji Subhas Dock :-

Provided that this rule shall not apply to ---

(i) a recognised wagon ferry;

(ii) a vessel licensed under rule 160 following a route approved by the Director, Marine Department.

(iii) a vessel proceedings into Dry Dock in accordance with rule 165.

146. **Declaration by Master of ships carrying petroleum or by the ship's Agent and discharge or shipment of petroleum or inflammable substances including substance like paints and varnishes** :--(1) The Master of every ship carrying petroleum or any other substance having flash point below 65.5 C (or 150 F) shall deliver to the Pilot before entering the Port of Calcutta a written declaration in Form "H" specified in the Schedule to these Rules under his signature.

Provided that if in anticipation of ship's arrival the Agent for such a ship delivers to the Director, Marine Department of the Port; a written declaration as aforesaid under his signature, no such declaration need be made by the Master of the Ship.

(2) The Agents shall furnish a list of all hazardous cargo with full particulars to the Director, Marine Department and the Traffic Manager of the Port.

(3) The Master of the ship shall be responsible for compliance with all relevant rules, regulations and instructions issued from time to time.

(4) Notwithstanding anything contained in sub-rule (3), the Director, Marine Department, when the circumstances so warrant may grant relaxation in regard to the quantities of petroleum or any other substance having flash point below 65.50 C (or 150 F) that may be brought for discharge or shipment at the docks and jetties at the Port of Calcutta subject to the compliance of conditions that --

(i) the vessel cannot be taken in Baj Baj mooring for the duration of Bore Tides ;

- (ii) Cargo is to be delivered direct from the vessel to the consignee or to be removed to the Trustees' Hazardous Godown immediately on arrival of the vessel or in case of shipment, the cargo should be loaded only one day or two days prior to the sailing of the vessel;
- (iii) the above operation will be carried out in day light hours only;
- (iv) "No smoking" should be strictly observed and strict precautions against out break of fire during the time of loading/unloading should be taken;
- (v) in case of inflammable liquid having flash point below 23 C (73 F), not more than 5 tonnes of such cargo to be handled at a time in quayline and the same should be removed immediately from the port premises ;
- (vi) Port Fire Service personnel should be present at the time of unloading of the cargo and the ship's fire fighting appliances should also be kept in readiness near storage area of the cargo.
- (vii) the unloading and loading operation are to be carried out under direct supervision of nominated responsible persons from the steamer agents and the consignee and they shall be answerable for any mishap;

Provided that no such relaxation shall be granted for such quantities exceeding --

- (a) 20 tonnes in regard to petroleum Class 'A' or other substance having flash point below 23 C (or 73 F).
- (b) 20 tonnes in the case of manufactured products such as paints and varnishes having a flash point below 23 C (or 73 F);
- (c) 100 tonnes in regard to "Petroleum Class "B" having a flash point below 65.5 C (or 150 F).
- (d) 150 tonnes in the case of manufactured products such as paint and varnishes having a flash point above 23 C (or 73 F), but below.

147. Attendance of tug.-- No petroleum vessel with Petroleum Class "A" or "B" and no discharged vessel without a gas-free certificate for all tanks shall be transported between Garden Reach and Netaji Subhas Dock unless she has a tug in attendance.

148. Discharge of petroleum in bulk and loading of petroleum or inflammable liquids in bulk petroleum vessels shall discharge/load :--

- (a) Petroleum Class "A" in bulk or inflammable liquids having flash point below 23 C (73 F) may be discharged/shipped directly into from storage tanks of Importers/Exporters at Haldia/ Baj Baj.
- (b) Petroleum Class "B", class "C" on inflammable liquids having flash point of 23 C and above may be discharged/shipped direct into/from storage tanks of Importers/Exporters at

Haldia/Baj Baj/Netaji Subhas Docks.

149. Discharge or loading of case oil vessels.-- Every case oil vessel shall discharge or load her petroleum or inflammable liquids, at the Petroleum Depot, Baj Baj but no such vessel shall begin her discharge or loading until the Director, Marine Department, is satisfied that --

(a) the Collector of Customs has permitted her petroleum or, as the case may be, inflammable liquids to be landed or loaded ;

(b) proper arrangements have been made for the disposal of leaky casks, drums or other receptacles;

(c) the receptacles satisfy the requirements of the Petroleum Rules, 1976.

150. Discharge into lighters.-- (1) No case oil vessel shall discharge under the foregoing rules any petroleum into a lighter unless such lighter is capable of being cleared and unloaded into a storage shed a Baj Baj between sunrise and sunset;

Provided that every such lighter shall be dullicensed for the purpose by the Trustees Boat Surveyor;

Provided further that no lighter loaded with petroleum shall be detained overnight at Baj Baj unless specific permission in writing to that effect is fir obtained from the Director, Marine Department.

(2) Provisions of this rule shall also apply in relations to all inflammable cargo with or without liquid hydro-carbon.

151. **Fires.**-- No fire or naked light and no smoking shall be allowed on any boat carrying petroleum in cases, drums or other receptacles.

152. **Inadequate facilities for discharge.**-- If the Collector of Customs at any time declares that the accommodation for the discharge of petroleum by any petroleum vessels is unsuitable, the Director, Marine Department may direct that the vessel be removed to Diamond Harbour or elsewhere within the Port.

153. **Discharge or loading under own power.**-- No petroleum vessel shall without the permission in writing of the Director, Marine Department, discharge or load Petroleum Class "A" or Petroleum Class "B" in bulk with its own generated power.

154. **Petroleum or inflammable liquids in small quantity.**-- A vessel, carrying otherwise than in bulk a quantity of petroleum Class "A" or inflammable liquids not exceeding 5 tonnes (5,000 litres) or Petroleum Class "B" or inflammable liquids not exceeding 50 tonnes (50,000 litres), may land it at the docks or jetties under the following conditions :--

(i) that Petroleum Class 'A' is covered by an import licence granted under the Petroleum Rules,

1976;

(ii) that each consignee who imports Petroleum Class 'A' in quantity exceeding 300 litres produces a certificate of storage accommodation in Form II of the Petroleum Rules, 1976, signed by him or his agent.

Provided that quantities not exceeding 5 tonnes (5, 000 litres) Petroleum Class 'A' or quantities not exceeding 50 tonnes (50,000 litres) or Petroleum Class 'B' may be discharged into lighters or boats with the previous approval of the Director, Marine Department, subject to the compliance of the conditions specified in clause (i) and clause (ii) and that the petroleum is not unloaded from boats or lighters at the following ghats, namely :--

- (a) on the Howrah side-Bichali Ghat north of Cowie's Ghat Spur, or
- (b) on the Calcutta side-Jagannath Ghat, Sahib Bazar Ghat, Ruthtolla Ghat or Baghbazar Ghat;

Provided further that Petroleum Class 'C' otherwise than in bulk may be landed in any quantity at the docks or jetties or discharged overside into boats, or lighters.

155. **Cleaning**-- Every discharge vessel shall, unless she is proceeding direct to sea move without delay to appointed moorings at which she shall, subject to any direction of the Harbour Master (Port) remain until she is cleaned and freed from petroleum and inflammable vapour : Provided that the Harbour Master (Port) may, if he is satisfied that due precautions have been taken to prevent the discharge of oil, oily water or refuse on to a wharf or into a dock or stream, permit her to perform her cleaning operations alongside the berth at which she has discharged.

156. **Precaution within docks**-- (1) Every vessel discharging Petroleum Class 'B' shall carry at each end 10 cm. wire pendant fitted at either end with an eye and the in board end of the wire shall be placed on the nearest available bitts and the outboard end shall hang within reach of water.

(2) The length of each such pendant shall be 15 fathoms and the same shall be lightly stapped to the rails.

157. **Bunkering petroleum**-- No vessel shall bunker with petroleum from any boat or barge between sunset and sunrise. Between sunrise and sunset bunkering of vessels with petroleum from any boat or barge will be permitted:--

- (a) at moorings in the stream,
- (b) at the Jetties, and
- (c) in the Docks, if the Dock Master is satisfied that the flash-point of the petroleum is not below 65.5°C or 150°F.

158. **Precautions during bunkering.**-- Every vessel loading petroleum for bunkers shall observe the following conditions :--

- (a) The Master or 1st Mate of the vessel shall be on board and shall be responsible for ensuring that bunkering rules are observed and that all reasonable precautions for safety are taken.
- (b) An officer of the vessel shall be on watch and an attendant shall be stationed at the flexible connecting pipe.
- (c) No smoking, cooking, naked lights or forges shall be allowed within 30, 48 meters of the flexible and inlet pipes.
- (d) A suitable gutter or other contrivance shall be placed under the connecting pipe to prevent any petroleum dripping into the river or dock.
- (e) An attendant shall always be on duty at the pump of the vessel supplying the fuel.

159. **Craft not allowed alongside.**-- No inland vessel or small craft shall approach within 30, 48 metres or--

- (i) a petroleum vessel bunkering or discharging in bulk;
- (ii) a discharged vessel until all her openings are closed.

160. **Certification of boats or barges.**-- No boat or barge shall transport petroleum in bulk within the port unless she has been licensed by the Trustees' Boat Supervisor and also licensed by the appropriate authority in accordance with the Petroleum Rules, 1976; provided that this rule shall not apply to a recognised wagon ferry.

161. **Restriction on night work.**-- No vessel shall load, discharge or transport Petroleum Class 'A' within the Port of Calcutta between sunset and sunrise;

Provided that this rule shall not apply to bulk oil vessels discharging at the petroleum Depot, Baj Baj and Oil Jetties at Haldia in accordance with the provisions of the Petroleum Rules, 1976.

162. **Transshipment of heavy petroleum.**-- Any vessel may, with the consent in writing of the Harbour Master (Port), transship to any other vessel Petroleum Class 'C' in bulk.

163. **Cleaning of boats or barges.**-- No boat or barge used for the carriage of petroleum shall pump out bilges--

- (a) in the docks.
- (b) alongside any tug or bulk oil vessel.

164. **Restriction on straw boats.**-- No fires or smoking or naked lights shall be permitted on any vessel carrying straw within 155 metres of the high water line of the Baj Baj Petroleum Depot.

165. **Gas free certificate for bulk oil vessel.**-- (1) No bulk oil vessel shall be taken amongst the other ships unless the vessel is proceeding to an oil berth (or in the case of vessel carrying fuel oil only, into dock) or a certificate is produced from the Controller of Explosives, East Circle, Calcutta, to the effect that he has examined the tanks, coffer-dams, pump rooms and such other parts as deemed necessary with the aid of vapour testing instrument and certified by him in writing that such tanks, coffer-dams, pump rooms and other parts of the vessel are free from petroleum and vapour of petroleum and the vessel is in a fit state to enter the dock.

(2) The Master of all bulk oil vessels proceeding to dry dock shall produce the certificate referred to in sub-Rule (1).

(3) No repair work to any part or fitting of a petroleum tanker shall be carried out in the dry dock, or in the wet dock unless such part or fitting has been examined by the Controller of Explosives, East Circle, Calcutta, and certified by him in writing to be free from petroleum vapour or petroleum.

(4) The Controller of Explosives, East Circle, Calcutta, while granting a certificate referred to in this rule shall specify thereon the period for which and the conditions under which such certificate shall remain valid;

Provided that a bulk oil vessel which has not carried petroleum of flash point below 150°F since her last gas free certificate was granted and which is entering a dry dock for the purpose of hull painting and examination only, will be admitted into dry dock on a certificate issued by the Master of the vessel stating that the tanks have been properly cleaned out. If after entry into dry dock it transpires that the vessel requires more extensive repairs, a gas free certificate shall be produced before such repairs can be undertaken.

160. **Separate certificate for repairs to any compartment.**-- Every bulk oil vessel entering the port with a gas free certificate shall, before carrying out repairs involving the use of naked lights in any compartment, obtain a further certificate for that compartment.

167. **Gas free certificate necessary in certain cases.** Every vessel in the port which uses oil as fuel shall, before carrying out any repairs in the bunkers obtain a gas-free certificate from the Inspector of Explosives or Assistant Inspector of Explosives, East Circle, Calcutta.

168. **Officers on board.**-- During the time that any petroleum vessel is in port, a responsible Dock Officer and Engineer Officer shall be on board to carry out and give effect to the provisions of these Rules.

During the time that a petroleum vessel is loading or discharging, or preparing to load or discharge petroleum, the Master or First Mate and Chief or Second Engineer shall be on board

and shall see that every precaution is taken to ensure the safety of the vessel and her cargo and in particular that the boilers and machinery are maintained in working order so that the vessel may be moved without delay if so required by the Harbour Master (Port).

169. **Repeal and Saving**-- The Calcutta Port Rules, 1944 are hereby repeated notwithstanding such repeal, any thing done or any action taken under the Calcutta Port Rules, 1944 shall be deemed to have been done or taken under the corresponding provisions of these rules.

[F. No.PR-16012/4/93-PG]

O.S. KHAIRWAL, Jt. Secy.

SCHEDULE

Form A

(See Rule 21)

CALCUTTA PORT TRUST

I..... Chairman, Calcutta Port Trust, do hereby license under Rule 21 of the CALCUTTA PORT RULES, 1944 the S.S. M/V..... of which is Master, to remain at her present moorings in the said Port having on board the crew specified below : Provided always that on its revocation under Rule 22 of the said Rules, or on breach of any of the conditions written hereunder this licence shall absolutely cease and determine.

Conditions of Licence

The vessel must remain at or such other moorings with the said Port as are allotted by an Officer duly authorised by the Trustees in that behalf for the period from to The reduced crew must consist of

Signature of

Licensing Authority

Designation Chairman

Place Calcutta

Form B

(See Rule 22)

CALCUTTA PORT TRUST

I..... Chairman, Calcutta Port Trust, do hereby revoke the licence in Form A granted to the S.S./M.V. to remain in the said Port with reduced crew specified in the said licence.

Signature of

Licensing Authority

.....

Designation Chairman

Date :

Place Calcutta

FORM C

(See Rule 23)

CALCUTTA PORT TRUST

I..... Chairman, Calcutta Port Trust, do hereby grant under Rule 23 of the CALCUTTA PORT RULES a licence that S.S./M.V..... of which is Master, moored in the following creek, river or dock shall for the period from to be exempted from the provisions of Rule 19 of the said Rules; Provided that during this period she remains in the said creek, river or dock.

Signature of

Licensing Authority

Designation Chairman

Date :

Place Calcutta

FORM D

(See Rule 67)

Owner's name and address

Agent's name and address

Description of flat/boat

Nature of licence, cargo or
passenger, held or required

The undersigned, Owner/Agent of the flat/boat described above requests that it may be registered in accordance with rule 68 of the Calcutta Port Rules.

Owner/Agent

Signature of

Residence.....

Date

FORM E

(See Rule 71)

APPLICATION FOR LICENCE

OF EACH FLAT/BOAT

Branded No.		Description of boat and Class	Tonnage
	Number of		Manjhi
Oars Height	Crew		Name Age

Number of Passengers

The undersigned Owner/Agent of the flat/boat described above requests that it may be licensed in accordance with the CALCUTTA PORT RULES, 1994 to ply as a flat/boat.

Signature of Owner/Agent

Residence.....

Draft aft.....

FORM F

(See Rule 107)

APPLICATION FOR REGULATION OF DRY DOCKS

The Chief Mechanical Engineer,
8, Garden Reach Road,
Calcutta-700043.

Sir,

We have requested that you will kindly arrange to take into Dry-dock the M.V..... of which we certify the following descriptive particulars.

Length

Beam

Depth moulded

Gross tonnage

Draft forward

Draft aft

Displacement weight or vessel

at draft stated.....

Style of construction of vessel's bottom

Her Keel is :

- (a) a keep-plate
- (b) a bar-keel
- (c) a slab-keel
- (d) a duct-keel

She has :

- (e) an overhang
- (f) a camber in her keel
- (g) other special features viz.

Attached Plan showing any special style of construction are numbered and dated
Date and hour when the vessel will be ready to dock Contractor's name and
address number of days for which the use of the dock will be required
.....

Yours faithfully,

Signature

Through' the Harbour Master (Port), C.P.T

c.c. The Harbour Master (Port) C.P.T.

c.c. The Superintendent, Dry Docks, NSD

Dated

Owner/Master of M.V.

FORM G

(See Rule 108)

CALCUTTA PORT TRUST

ADVICE OF REGULATION

To,

The Owner/Master,

S.S./MV.....

Sir,

Arrangements have been made pursuant to your application for regulation, dated for the admission of the S.S./M.V. into the Kidderpore/Netaji Subhas Dry Docks at m. on the day of 19

The period of regulation expires at -----on the -----day of-----19

You are, however, required to give notice to the Harbour Master (Port) of the exact time at which your vessel will be ready to undock in order that he may make his arrangement.

Yours faithfully,

Chief Mechanical Engineer

Calcutta

Manjhi

Oars	Crew	Name	Age	Height
------	------	------	-----	--------

Number of Passengers

The undersigned Owner/Agent of the flat/boat described above requests that it may be licensed in accordance with the CALCUTTA PORT RULES, 1994 to pay as a flat/boat.

Signature of Owner/Agent

Residence.....

Draft aft.....

FORM F

(See Rule 107)

APPLICATION FOR REGULATION OF DRY DOCKS

The Chief Mechanical Engineer,
8, Garden Reach Road,
Calcutta-700043.

Sir,

We have requested that you will kindly arrange to take into Dry-dock the M.V..... of which we certify the following descriptive particulars.

Length

Beam

Depth

Gross tonnage

Draft forward

Draft aft

Displacement weight or vessel

at draft stated.....

Style of construction of vessel's bottom

Her Keel is :

- (a) a keep-plate
- (b) a bar-keel
- (c) a slab-keel
- (d) a duct-keel

She has :

- (e) an overhang
- (f) a camber in her keel
- (g) other special features viz.

Attached Plan showing any special style of construction are numbered and dated

Date and hour when the vessel will be ready to dock Contractor's name and address numbr of days for which the use of the dock will be required

.....

Yours faithfully,

Signature

Through' the Harbour Master (Port), C.P.T

c.c. The Harbour Master (Port) C.P.T.

c.c. The Superintendent, Dry Docks, NSD

Dated

Owner/Master of M.V.

FORM G

(See Rule 108)

CALCUTTA PORT TRUST

ADVICE OF REGULATION

To,

The Owner/Master,

S.S./MV.....

Sir,

Arrangements have been made pursuant to your application for regulation, dated for the admission of the S.S./M.V. into the Kidderpore/Netaji Subhas Dry Docks at m. on the day of 19

You are, however, required to give notice to the Harbour Master (Port) of the exact time at which your vessel will be ready to undock in order that he may make his arrangement.

Yours faithfully,

Chief Mechanical Engineer

Calcutta