

**THE COMMISSIONERS FOR THE
PORT OF CALCUTTA**



**BYLAWS
1949**



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THE COMMISSIONERS FOR THE PORT OF CALCUTTA
PUBLIC NOTIFICATION

The Major Port Trusts Act, 1963 (38 of 1963) as amended by the Major Port Trusts (Amendment) Act, 1974 (No. 29 of 1974) is being made applicable to the Port of Calcutta on and from 1st February 1975.

On and from the same date, The Commissioners for the Port of Calcutta/Calcutta Port Commissioners shall be known as Calcutta Port Trust.

K. N. Ganguly,

Dated, the 25th January 1975.

Secretary.

THE COMMISSIONERS FOR THE PORT OF CALCUTTA

No. 206 dated the 22nd July 1948—The following bylaws have been made by the Commissioners for the Port of Calcutta under section 126, sub-section (1) and section 127 of the Calcutta Port Act, 1890 (Bengal Act III of 1890). They have been confirmed by the Government of India, Ministry of Transport, vide their letter No. 9-P (12)/42-Pt. II dated the 6th October 1948. They supersede the bylaws published under Government of Bengal, Marine Department Notification No. 39 Marine dated the 22nd May 1893 as amended from time to time :—

BYLAWS

1. *Short title*—These bylaws shall be called “The Bylaws of the Port of Calcutta”.

2. *Definitions*—In these bylaws, unless there is anything repugnant in the subject or context : —

- (a) “The Commissioners” mean “The Commissioners for the Port of Calcutta” as constituted by the Calcutta Port Act, 1890 (Bengal Act III of 1890) ;
- (b) “Traffic Manager” means the officer appointed by the Commissioners to have charge of the Traffic Department ;
- (c) “Docks Manager” means the officer appointed by the Commissioners to have charge, under the supervision of the Traffic Manager, of the Docks and of the Jetties and Inland Vessels Wharves ;
- (d) “Superintendent, Jetties and Wharves” means the officer appointed by the Commissioners to have charge, under the supervision of the Docks Manager, of the Jetties and Wharves ;
- (e) “Superintendent, Petroleum Wharf” means the officer appointed by the Commissioners to have charge, under

the supervision of the Traffic Manager, of the Petroleum Wharf, Budge Budge ;

- (f) "Director, Marine Department" means the officer appointed by the Commissioners to have charge of the Marine Department ;
- (g) "Harbour Master (Port)" means the officer appointed by the Commissioners to have charge, under the supervision of the Director, Marine Department, of the Harbour Master (Port's) section and of the berthing, mooring and moving of all vessels within the limits of the port ;
- (h) "Dock Master" means the officer appointed by the Commissioners to have charge, under the supervision of the Harbour Master (Port), of the berthing and mooring of all vessels in, and the moving of all vessels into, in, or out of the Docks ;
- (i) "Superintendent, Dry Docks" means the officer appointed by the Commissioners to have charge, under the supervision of the Director, Marine Department, of the Commissioners' Dry Docks ;
- (j) "Port" means the Port of Calcutta as defined in Notification of the Government of Bengal in the Marine Department, No. 13-Marine, dated the 14th February 1929 ;
- (k) "Dock" includes all basins, cuts, quays, wharves, warehouses, railways, and other works and things appertaining to any dock ;
- (l) "Docks" means the Kidderpore Docks, Netaji Subhas Dock and Garden Reach Jetties, and all lands, roads, quays, berths, sheds, warehouses, railways, works and other things appertaining thereto ;
- (m) "Jetties" means the Calcutta Jetties and all lands, roads, quays, berths, sheds, warehouses, railways, works and other things appertaining thereto ;
- (n) "Goods" include wares and merchandise of every description and livestock ;

- (o) "Vessel" includes any ship, barge, boat, raft or craft, or any other thing whatever, designed or used for the transport upon water of passengers or goods;
- (p) "Sea-going Vessel" means every description of vessel used in sea navigation or notified as 'sea-going' by the competent authority ;
- (q) "Master" when used in relation to any vessel, means any person, not being a pilot, Harbour master (Port) or Assistant Harbour Master, having for the time being the command or charge of such vessel ;
- (r) "Owner" when used in relation to goods, includes any consignor, consignee, shipper or agent for the sale or custody thereof, and when used in relation to any vessel, includes any part owner, charterer, consignee, mortgagee or agent in charge thereof ;
- (s) "Vehicle" includes any wheeled contrivance, propelled mechanically or otherwise, which is used for the transportation by road of persons or property ;
- (t) "Wharf" includes any bank of the river which may be improved to facilitate the loading or unloading of goods, and any foreshore used for the same, and any wall enclosing or adjoining such bank or foreshore ;
- (u) "Inland Vessels Wharves" mean those wharves on each bank of the river Hooghly, which have been notified from time to time by the Commissioners for receiving, landing or shipment of goods out of or into vessels not being sea-going vessels ;
- (v) "Railway" means a railway or any portion of a railway for the public carriage of animals or goods, and includes :—
 - (i) all land within the fences or other boundary-marks indicating the limits of the land appertenant a railway ;
 - (ii) all lines of rails, sidings or branches worked over for the purposes of or in connection with a railway ;

- (iii) all stations, offices, warehouses and other works constructed for the purposes of, or in connection with a railway ;
- (w) "Rolling stock" includes locomotive engines, tenders, carriages, wagons, trucks and trollies of all kinds ;
- (x) "Petroleum Wharf, Budge Budge" means the petroleum installation on the Commissioners' land at Budge Budge ;
- (y) "Railway Operating Superintendent" means the officer appointed by the Commissioners to have charge, under the supervision of the Traffic Manager, of all operations on the Commissioners' Railway.
- (z) "Hazardous and Dangerous Goods" mean any of the goods specified in items (i) to (xi) (both inclusive) below and include any other goods of a dangerous and hazardous character to which the provisions of these rules may be applied, but do not include goods forming part of the equipment or stores of ships in which they are carried.
- (i) Explosives,
 - (ii) Compressed liquified and dissolved gases,
 - (iii) Corrosives,
 - (iv) Poisons,
 - (v) Substances giving inflammable vapour,
 - (vi) Substances which become dangerous by interaction with water or air,
 - (vii) Strong Oxidising Agents,
 - (viii) Substances which are liable to spontaneous combustion,
 - (ix) Inflammable solids,
 - (x) Radio-active materials,
 - (xi) All other dangerous and hazardous goods which are likely to imperil the safety of the Port or of any persons working in the Docks or Jetties or damage the flooring of the Shed or quay or any part of the Commissioners' property and insta-

lations or injuriously affect any cargo in the custody of the Commissioners.

3. *Application*—These bylaws shall be applicable only within the port. Nothing contained in these bylaws shall be so construed as affecting the due operation of the provisions of :—

- (a) any Act or rules made under any Act, or
- (b) any bylaws made by the Provincial Government or the Commissioners under the Howrah Bridge Act, 1871 (Bengal Act IX of 1871.)

DOCKS AND JETTIES

4. (i) *Control of docks and jetties*—The Docks Manager and the Superintendent, Jetties and Wharves shall each within the limits of his charge, direct and manage all operations connected with the landing and shipping of goods, keep proper custody of all goods landed for import or received for export, or for carriage by railway, or otherwise accepted for storage by the Commissioners, and take all steps necessary to ensure :—

- (a) safe and convenient methods of working,
- (b) the proper maintenance of order, and
- (c) the exclusion of all persons of improper character or loiterers without specific business.

4. (ii) No person shall enter any area within the boundary walls of, or, within the undernoted places of the Port without a valid permit issued to him by the Chief Security Officer under the written authority of the Traffic Manager—

- (a) Kidderpore Docks—I and II.
- (b) Coal berths (public thoroughfare connecting Circular Garden Reach Road with Remount Road excluded).
- (c) Netaji Subhas Dock.
- (d) Garden Reach Jetties.

Amendment in By-Law No. 4 (ii) (6)

The identity cards issued by the Railways and similar other Government organisations to their officers and staff, which are accepted by the Trustees, shall require the countersignature of the Chief Security Officer of the Calcutta Port Trust provided, however, no such countersignature will be required in case of the identity cards held by the Diplomatic staff, Police personnel and Custom officials.

- (e) Calcutta Jetties.
- (f) Railway Yards—
 - (i) East Dock Junction,
 - (ii) West Dock Junction,
 - (iii) East Yard,
 - (iv) Garden Reach Coal Depot.
- (g) Dry Docks at Netaji Subhas and Kidderpore Docks.
- (h) Lock entrances and basins at Netaji Subhas and Kidderpore Docks.
- (i) Any other place or places that may hereafter be notified for purpose of restricted entry from time to time.

(2) Such permit shall on demand by a Police Officer or the Chief Security Office or any other official of the Port Commissioners duly empowered in that behalf, be immediately produced for inspection.

(3) No person shall allow any permit issued to him as aforesaid to be used by any other person. Any permit so allowed to be used shall be liable to be confiscated and shall not be renewed.

(4) The Traffic Manager may exempt from the operation of this By-law such public servants or others as he may, in the interests of the Port, determine from time to time. Such persons shall, however, in order to establish their identity, produce for inspection, immediately on demand, the cards, papers or tokens issued to them by their respective employers.

(5) The Traffic Manager reserves the right to refuse to grant a permit and/or to cancel or withdraw a permit already granted at any time he thinks fit and proper without assigning any reason. The permit so cancelled or withdrawn shall be immediately surrendered to the Traffic Manager.

(6) The identity cards issued by the Customs, Railways and similar other Government organisations to other officers and staff, which are accepted by the Trustees, shall require

Inclusion of a new sub-paragraph
to the existing by-law No. 4A

Notwithstanding anything contained in this By-law, no licence will be issued nor any existing licence shall be renewed unless all the dues of the Calcutta Port Trust and the Calcutta Dock Labour Board have been paid by the applicant for a licence or application for renewal of an existing licence, as the case may be.

the countersignature of the Chief Security Officer of the Calcutta Port Trust provided, however, no such countersignature will be required in case of the identity cards held by the Diplomatic staff, Police personnel and Custom Officials”.

(7) In carrying out the above functions in connection with the permit scheme, the Traffic Manager shall be assisted by the Chief Security Officer and his staff. In regard to matters concerning the Calcutta Dock Labour Board and its staff, the Traffic Manager shall consult the Deputy Chairman of the Board whenever found necessary.

(8) Breach of any of the above provisions shall without prejudice to the other rights of the Commissioners render the person committing such breach, liable to prosecution.

4A. Grant of Stevedoring Licence

The Commissioners shall issue licence to a company, firm or individual approved by the Commissioners (hereinafter claimed 'the applicant'), permitting such applicant to perform such work or render such service to vessels in the port as shall be specified in the licence. No applicant shall be allowed to render any service or perform any work on board any vessel in the port without holding such a licence. The Commissioners may revoke or cancel for any period of time they think fit and proper or refuse to renew any such licence. Before passing any such order as aforesaid, the Commissioners will ask the applicant to show cause why the proposed order should not be passed and the cause shown by the applicant shall be duly taken into consideration before arriving at a decision on the matter. The Commissioners may lay down such stipulations or conditions for the grant or renewal of any licence as they may think fit or proper.

(2) The grant of ships' servicing licence under clause I shall be subject to the applicant for such a licence having fulfilled the following conditions :—

(A) For Stevedoring or Chipping and Painting Licence :

(1) The applicant has in his direct monthly employment such number of qualified and fully trained staff and workers

Amendments to By-Law No. 4A

Clause 2(A) 3(a)—Nobody already licensed as a stevedore with the Trustees shall be eligible for renewal of his stevedoring license under this by-law unless he has handled in the port, cargo, to the extent of an annual average of 50,000 tonnes, over the three years just preceding the date of expiry of his license. After issue of a license the applicant's record of cargo handling, shall be subjected to a similar scrutiny every year and if any such scrutiny reveals a drop of annual average of cargo handling below 50,000 tonnes, his license may be liable to cancellation.

to execute and supervise the work on board vessels efficiently, as is considered essential by the Commissioners and stipulated by them in this regard. The applicant also undertakes in writing to engage further workers as are considered necessary by him for carrying out all the applicant's work from the register of workers maintained by the Calcutta Dock Labour Board (hereinafter called "the Board") and in doing so also satisfies provisions of booking of workers are required under the rules and regulations of the Board governing stevedoring work in port.

(2) The applicant owns and has in his possession for the due performance of his work such proper and sufficient gear as may be prescribed by the Commissioners from time to time, and undertakes to produce such gear for inspection by the person or persons authorised by the Commissioners on their behalf for this purpose, before the application for licence or renewal thereof is considered.

(3)(a) Nobody already licensed as a stevedore with the Trustees shall be eligible for renewal of his stevedoring licence under this by-law unless he has handled in the port, cargo, to the extent of an annual average of 2 lakh tonnes, over the three years just preceding the date of expiry of his license. After issue of a license the applicant's record of cargo handling, shall be subject to a similar scrutiny every year and if any such scrutiny reveals a drop of annual average of cargo handling below 2 lakh tonnes, his license may be liable to cancellation.

(b) No applicant who is already listed as an employer of Chipping and Painting workers by the Board shall be issued a licence for carrying out Chipping and Painting work in the port unless he has incurred a minimum annual average wage payment of Rs. 50,000 for Chipping and Painting workers over a period of two years just preceding the date of commencement of the Calcutta Chipping and Painting Workers (Regulation of Employment) Scheme, 1970.

(c) An applicant other than one covered by (3) (a) above already licensed with the Commissioners, shall furnish

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Amendments to By-Law No. 4A

Clause 2(a) c(i)—For stevedoring—attainment of a minimum annual average handling of 50,000 tonnes of cargo over the three years just following the issue of the license.

documentary evidence that a Steamship Co., Steamer Agent or Charterer of vessels authorised to appoint his own stevedore or Chipping and Painting Contractor is prepared to enter or has already executed a direct contract with the applicant for stevedoring or Chipping and Painting work of his vessels for which the applicant has applied for licence. Such an application, when received, may be considered by the Commissioners and if they decide to issue a licence to the applicant, it shall be provisional subject to—

(i) For Stevedoring—attainment of a minimum annual average handling of 2 lakh tonnes of cargo over the three years just following the issue of the licence ;

(ii) For Chipping and Painting-incurring a minimum annual average wage payment of Rs. 50,000 for Chipping and Painting workers over two years immediately following the issue of the licence. After issue of a licence the applicant's record of wage payment shall be subject to a similar scrutiny every year and if any such scrutiny reveals of drop of annual average wage payment to Chipping and Painting workers below Rs. 50,000 his licence may be liable to cancellation.

(4) The applicant has financial ability to meet obligations to his workers and staff in the matter of wages, bonus, compensation payable under the Workmen's Compensation Act, etc., to the satisfaction of the Commissioners and that he furnishes, if called upon to do so, a guarantee in this behalf in a manner and form to be prescribed by the Commissioners.

(B) For supply of Watchmen or Dock Clerical and Supervisory Workers :

(i) The applicant shall furnish documentary evidence that a Steamship Co., Steamer Agent or Charterer of vessels authorised to appoint his own contractor for supply of Watchmen or Dock Clerical and Supervisory workers is prepared to enter or has already executed a direct contract with the applicant for supply of watchmen or Dock Clerical and Supervisory workers on board his vessels.

(ii) The applicant undertakes in writing to engage Watchmen or Dock Clerical and Supervisory workers, as the case may be, on board ships only from the register of such workers maintained by the Board and in doing so also satisfies the provisions of booking of these categories of workers as are required under the rules and regulations of the Board.

(iii) The applicant has financial ability to meet obligations to his workers and staff in the matter of wages, bonus, compensation payable under the Workmen's Compensation Act, etc., to the satisfaction of the Commissioners and that he furnishes, if called upon to do so, a guarantee in this behalf in a manner and form to be prescribed by the Commissioners.

(C) For Ship—Chandling—Dubashing—Victualing—Ship's maintenance and repairs—Surveying or any other service not specifically mentioned in this By-law :

The applicant shall produce documentary evidence that a Steamship Co., Steamer Agent or Charterer of Vessels (authorised to appoint its own contractor for servicing of vessels) is prepared to enter or has already executed a direct contract with him rendering any of the above services to vessels in Port.

3. (A) A fee of Rs. 2,000 shall be payable to the Commissioners for the issue of a licence under (2A) and Rs. 1,000 for the issue of a licence under 2(B) and (C). The above fees shall not be refundable under any circumstances. Unless revoked, cancelled or suspended as aforesaid, every licence shall be valid for one year only from the date of issue.

(B) A licence under 2(A) above may be renewed for a year on payment of a renewal fee of Rs. 1,000 to the Commissioners and a licence under 2(B) and (C) above on payment of a renewal fee of Rs. 500 to the Commissioners. The said renewal fees shall not be refundable under any circumstances. Applications in writing for renewal shall be submitted at least one month before the date of expiry of the licence. Applications received after the period specified above shall be liable

to an additional fee of Rs. 50 per licence at the discretion of the Chairman of the Commissioners.

(C) The fees for the issue of a licence and for renewal thereof may be revised by the Commissioners from time to time.

4B. Restriction of entry of vehicles in Docks and Jetties :—

(i) The Traffic Manager may, on application in prescribed form from the owners of lorries, carts including hand-carts, bullock carts and buffalo carts and other vehicles issue an annual permit for entry into and exit from the Docks and Jetties on such terms and conditions as he may lay down from time to time.

(ii) The Traffic Manager reserves the right to refuse the grant of any such permit and to cancel or withdraw any permit already granted at any time he thinks fit and proper without assigning any reasons.

(iii) The Traffic Manager may also take all necessary steps to ensure :—

- (a) The proper entry into and exit from the Docks and Jetties of loaded or empty lorries, carts including hand-carts, bullock carts and buffalo carts and other vehicles.
- (b) The exclusion of all persons who enter or attempt to enter into Docks and Jetties with any lorry, cart including hand cart, bullock cart and buffalo cart or any other vehicles without any valid permit, or in respect of which the permit has been refused, or cancelled or withdrawn, or in respect of which the period of the permit has expired.
- (c) The prosecution of such offenders and detention for the purpose of being handed over to the Police of such offending lorries, carts including hand carts,

bullock carts and buffalo carts and other vehicles as the case may be.

4C. (i) The loading and unloading of vessels in the Docks or Jetties shall be subject to the control of the Traffic Manager, who may, at his discretion, prohibit the discharge of such goods in Docks or Jetties, which in his opinion, are liable to obstruct traffic, or cause congestion, or hinder the convenient use of the Docks or Jetties. Such goods shall be discharged or handled overside under the jurisdiction of the Docks Manager/Superintendent, Jetties and Wharves as the case may be.

(ii) The Traffic Manager at his discretion, may, also, without prejudice to the other rights of the Commissioners and without any previous notice to the consignee, remove at the cost of the consignee any goods upon landing in the Docks or Jetties or thereafter, the accumulation or storage of which, on the Docks or Jetties, is in his opinion, likely to obstruct traffic or cause congestion or prevent the safe or convenient use of the Docks or Jetties.

(iii) The Traffic Manager may also issue such other directions, or instructions, from time to time as, he, at his discretion, may think fit and proper, to avoid obstruction of traffic, or congestion, or for the safe or convenient use of the Docks or Jetties.

(iv) The apportionment of quay space to be occupied by each vessel shall similarly be determined by the Traffic Manager.

4D. Control of Boats in Docks.

(i) The Traffic Manager may on application in prescribed form from the owners of boats, barges or lighters issue an annual permit for entry into and exit from the Docks on such terms and conditions as he may lay down from time to time.

(ii) The Traffic Manager reserves the right to refuse the grant of any such permit and to cancel or withdraw

any permit already granted at any time he thinks fit and proper without assigning any reasons.

- (iii) The Traffic Manager may from time to time take all such steps as he may think fit and proper to restrict the duration of stay of boat, barges and lighters inside the docks.
- (iv) The Traffic Manager may also take all necessary steps to ensure—
 - (a) the proper entry into and exit from the docks of loaded or empty boats, barges and lighters.
 - (b) the exclusion of all boats, barges and lighters and of all persons who enter or attempt to enter into Docks with any boat, barge or lighter without any valid permit, or in respect of which the permit has been refused, or cancelled or withdrawn, or in respect of which the period of the permit has expired.
 - (c) the prosecution of such offenders and detention of such offending boats, barges and lighters for the purpose of being handed over to the Police.

5. *Application for berthing accommodation*—The Master or Owner of every sea-going vessel requiring berthing accommodation at the Docks or Jetties shall make previous application to the Docks Manager or the Superintendent, Jetties and Wharves, as the case may be, stating the vessel's name, the date on which she is expected to arrive and her berthing requirements.

6. *Particulars of vessels*—Before a sea-going vessel is brought into Docks or placed alongside the Jetties the Master or Owner shall, if so required, furnish the Harbour Master (Port) or other duly authorised officer of the Commissioners with full particulars of the vessel's dimensions, draught, tonnage and special features of equipment or construction.

7. *Discretion on berthing*—The allotment of berths at the Docks and Jetties to sea-going vessels shall be at the discretion of the Commissioners. The Traffic Manager shall

decide all disputed questions relating to berthing accommodation.

8. *Allotment of import berths*—Vessels bringing imports shall be ordinarily allotted discharging berths in the order of their arrival at Sandheads if they proceed up the river and arrive on the same tide at Garden Reach. Such vessels shall, if suitable berths are available, be given preference over all export vessels waiting for berths or requiring the use of cranes.

9. *Allotment of export berths*—Vessels taking exports shall, subject to any rights to preferential berthing recognised by the Commissioners, be ordinarily allotted loading berths in the order in which they will, in the opinion of the Docks Manager, be ready for loading.

10. *Priority of berthing*—A vessel desiring to occupy a loading berth at the Docks after completion of discharge at the Jetties or elsewhere in the port shall, subject to any rights to preferential berthing recognised by the Commissioners, ordinarily have her priority, as against a vessel arriving in ballast, determined by a comparison of the day and hour at which she will, in the opinion of the Docks Manager, be ready for loading with the day and hour at which the vessel in ballast is due to arrive at Garden Reach.

10A. All Passenger-cum-cargo vessels on regular passenger schedules carrying more than 100 passengers will be given priority for berthing over other ships. The stay of such ships alongside the berth will be limited to ten weather working days including Sundays and holidays. Days on which no work is allowed by the Port will be excluded.

11. *Alteration of priority*—Notwithstanding anything contained in any other By-law, the Traffic Manager may, in his discretion, alter the order of priority under any other By-laws, if he is of opinion that it is necessary in the interest of the Port or in the interest of shipping or to meet the requirements of any contingency.

12. *Refusal of berthing accommodation*—The Traffic Manager may, pending a decision by the Commissioners,

refuse to allot a berth to any sea-going vessel which should not, in his opinion, be admitted into the Docks or berthed at the Jetties.

13. *Health certificate for passengers*—No sea-going vessel, having on board more than a hundred unberthed passengers, shall be allotted a berth or allowed to enter the Docks unless she is covered by a certificate from the Port Health Officer that no person on board is suffering from infectious disease.

14. *Removal of vessels for hygienic reasons*—The Traffic Manager may, if the Port Health Officer so advises, order the immediate removal from the Docks or Jetties of any sea-going vessel which has on board animal manure or other cargo, offensive by nature or dangerous to public health, or persons suffering from infectious disease.

14A. In the absence of firm programme for a vessel occupying a berth, mooring and/or buoy, she may be ordered by the Traffic Manager or the Docks Manager to sail to Sandheads. The vessel concerned shall carry out such an order without any unreasonable delay.

15. *Slow discharge or loading*—Congestion or obstruction of traffic :—

(i) The Traffic Manager may, at his discretion, direct any sea-going vessel whose rate of discharge or loading is, in his opinion, not satisfactory, to vacate the Jetty or Dock berth.

(ii) The Traffic Manager may, also issue similar instructions whenever he thinks fit to do so to avoid obstruction of traffic, or congestion, or, for the safe or convenient use of the Docks and Jetties.

(iii) The vessel, so ordered, shall carry out the directions forthwith.

15A. (a) The Commissioners shall provide the necessary shore labour for working cranes and derricks for loading and discharging goods to and from vessels but will accept no

responsibility for loss or damage arising in consequence of sufficient labour being unobtainable owing to strike, riots, sudden outbreak of epidemic disease, or any other cause or causes beyond their control.

(b) Under normal circumstances, the Commissioners shall provide one gang consisting of 1 Sirdar and 12 porters per hook. The Commissioners reserve to themselves the right to depute as many heads of labour to each hook as they may consider necessary for its efficient working.

(c) If the labour so provided are at any time not fully utilised or rendered idle for any reason whatsoever attributable to the requisitioner, the Commissioners shall have the right to recover from the requisitioner compensation towards the amount payable to the labour for such time not properly utilised or rendered idle at the rates specified from time to time in their Schedule of Charges. In case of a difference of opinion or dispute on any of the above points, the decision of the Traffic Manager shall be final and binding.

16. *Movement of vessels by authorised officials*—No sea-going vessel shall move into, or out of, or within the Docks, or to or from a jetty berth, unless she is in the charge of a duly authorised officer of the Commissioners.

17. *Removal of projections*—All projections from a sea-going vessel which are likely to impede or obstruct her movement, or damage any quay equipment or interfere at any time with the loading or discharging of another vessel, shall be removed on requisition by a duly authorised officer of the Commissioners.

18. *Interference with equipment prohibited*—No person shall open or attempt to open or shut or attempt to shut, any dock gate, sluice valve or swing bridge or otherwise interfere with any dock or jetty machinery or apparatus without orders from a duly authorised officer of the Commissioners.

19. *Use and disposal of equipment*—No stage, plank, pole or other article provided by the Commissioners for the loading or discharging of sea-going vessels shall be used

without an order from the Docks Manager or the Superintendent, Jetties and Warves.

All stages, planks, poles or other articles, provided by the Commissioners shall, when loading or discharging is completed, be replaced on the quay or jetty alongside by the vessel using them.

All stages, planks, poles or other article, not provided by the Commissioners, shall be removed by the vessel from the Docks or Jetties within 24 working hours from the time of completion of her loading or discharging.

20. *Co-operation with authorised officials*—The Master or Owner shall obey every lawful direction of, and act in full co-operation with all duly authorised officers of the Commissioners for the purpose of mooring or unmooring, 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.

21. *Responsibility of Master*—Whilst a sea-going vessel is in Docks or at the Jetties the Master shall arrange that a responsible officer is always present on board to ensure the observance of all rules and the discharge of all duties connected with the vessel or her cargo and to take every precaution against accident to life or limb or damage to property, and in particular :—

(a) to make his vessel securely fast to the bollards and other appliances provided by the purpose ;

(b) to keep the vessel so loaded and/or ballasted that she can be safely removed in the event of fire or other emergency ;

(c) to secure the hatch beams when in use and all hatches when not in use ;

(d) to provide proper light in those parts of the vessel where work is going on or where, owing to insufficient light, injury might result to person or damage to property ;

(e) to see that all exhaust steam or waterpipes from winches or other machines are laid down the side of the vessel by a hose or other appliance below the level of the dock or jetty quay ;

(f) to supply warping and other necessary appliances ;

(g) to fix and keep securely fixed the gangway supplied by the Commissioners during the whole time the vessel remains alongside the dock quay ;

(h) to supply at least one plank or other device not less than 2ft. 6in. wide and of sufficient length, thickness and strength, and securely to place it so as to form at all times with the gangway of the vessel a safe and convenient means of passing to and from the jetty quay ;

(i) to hang between sunset and sunrise at least one lantern at each end of the gangway referred to in clauses (g) and (h) above.

21 A. Escape hatch—The Master or Owner shall arrange to provide for 'escape' hatches with ladders to be certified as satisfactory by the Commissioners' Superintendent, Coal Dock or his Assistant in every hold of a ship loading coal to facilitate the escape of the workers when employed in the holds in trimming coal as required under section 45 of the Indian Dock Labourers Regulation, 1948.

No ship will be treated as ready to start the loading of coal or given a loading berth unless escape hatches with ladders have been provided in every hold to the satisfaction of the Commissioners' Superintendent, Coal Dock or his Assistant and certified by him in writing. Steamer Agents shall state specifically in their applications declaring the dates of readiness of their ships that arrangements for the provision of escape hatches with ladders have been duly made. In case any wagons arrive at the Coal Dock for any vessel which has been refused a berth or has to leave a berth for inadequate provision of safety hatches and ladders all such wagons shall be dumped and all charges realised from the Steamer Agents concerned.

22. *Trial of propellers*—No sea-going vessel berthed in the Docks or at the Jetties shall try her propellers by her main engines except under the supervision of an officer deputed by the Harbour Master (Port) or Dock Master.

23. *Fenders*—Fenders, which cannot float, shall not be used over the sides of sea-going vessels. Floating fenders supplied by the Commissioners shall not be lifted or removed from the quay wall.

24. *Petty repairs to vessels*—Sea-going vessels in Docks may, whenever a berth is available, be allowed to carry out repairs: Provided that adequate precautions are taken to prevent injury to persons or damage to property and in particular that a canvas-shoot or other safeguard is so placed as to prevent loose material, chips, pieces of wood or other similar material falling into the water or on the quay.

25. *Striking of bells*—No bell shall be struck to tell the hour on board any sea-going vessel in the Docks or at the Jetties.

26. *Fire-arms*—No loaded gun or other loaded fire arm shall be kept on board any vessel in the Docks or at the Jetties.

27. *Vicious animal*—No vicious animal shall be kept on board any vessel in the Docks or at the Jetties.

28. *Precautions against fire*—No person shall use any unprotected fire or light or smoke tobacco or other substance or ignite matches or other inflammable articles in any shed or warehouse or on any pier or quay or near a hatchway or in a hold of any sea-going vessel.

28A. No Master or owner of any vessel in port shall allow anybody to smoke on deck or in cargo compartments when the vessel is loading jute or other inflammable cargo and shall keep securely closed the cargo compartments loaded with jute or other inflammable cargo and the hatchways leading to such compartments when not in the process of loading.

29. *Heating or cooking fires*—Fires of coal, charcoal or coke are permitted in the cabins, deckhouses, forecastles and cabooses of vessels in Docks : Provided that the Docks Manager may, on any abuse of this permission, prohibit or restrict the lighting of fires on board.

Naked lights prohibited—All lights whether oil-lamps or candles used on board vessels in Docks shall be in globes or secured lanterns : Provided that naked lights may be used in the engines and boilers of sea-going vessels for the purpose of inspection, repair or other necessary work.

Unauthorised fires prohibited—No fire or light shall be left or used in so rash or negligent a manner as to endanger the safety of any person or property at the Docks. At least one person shall be specially charged with the care of any fire or light burning on board a sea-going vessel.

30. *Inspection of fires and lights*—Access for the inspection of fires and lights to all parts of a sea-going vessel in the Docks or at the Jetties shall be given to any duly authorised officer of the Commissioners whenever he demands it.

31. *Duty of Master on outbreak of fire*—Whenever a fire or an overheating or smouldering of cargo, petty or serious, occurs on board a sea-going vessel, either in her holds or in her bunkers, the Master shall himself take immediate order to deal with the situation and at the same time cause an advice to be sent by the quickest means available to the nearest officer of the Commissioners on duty such as the Traffic Inspector, Shed Master, Shed Foreman or Berthing Master.

32. *Shore cranes*—Shore cranes, which must not be loaded beyond their prescribed capacities, shall be placed with due despatch by the Commissioners' staff in the positions required by the Master of the vessel.

33. *Heavy packages*—The Master or owner of every sea-going vessel requiring to land or ship articles or packages

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which exceed the prescribed capacities of the quay cranes shall accurately declare the weights of such articles or packages to the Docks Manager or the Superintendent, Jetties and Wharves, who shall with the least delay procure the use of a floating crane or, if the declared weights of the articles or packages exceed the capacity of the floating crane, arrange for the vessel to be moved to the 100-ton sheers as soon as the quay is available.

The Markings on these articles or packages should satisfy the rules framed by Government under section 5 of the Marking of Heavy Packages Act, 1951, which are incorporated in bylaw 53.

34. *Refusal of heavy packages*—The Docks Manager or the Superintendent, Jetties and Wharves, may prohibit the landing from any sea-going vessel, except by the Commissioners' cranes provided for the purpose, of any single article or package exceeding 4 tons in weight, if circumstances render it, in his opinion, necessary or advisable to do so.

35. *Safe condition of slings*—(i) The Master or Owner of every sea-going vessel landing or shipping cargo shall see that :—

- (a) every precaution is taken to ensure the safety of all persons engaged in his work and in particular that all rope or wire slings used for this purpose are sufficiently strong, in sound condition and suitably designed ;
- (b) no new chain sling is used which is not covered by a certificate showing that the sling has been tested in accordance with the British Standard Specification No. 781-1938 in a chain testing house complying with that specification ;
- (c) no chain sling is used which is not covered by a certificate showing that the sling has been tested within the previous year by a competent person approved by the Commissioners.

(ii) The owner of the goods shall see that all slings supplied by him for the purpose of landing or shipping his goods from or into vessel (not being sea-going vessels) are sufficiently strong, in sound condition and suitably designed.

36. *Hooking of articles to cranes*—No crane shall be hooked to a weight greater than the lifting capacity prescribed for that crane. Two cranes shall not be hooked to one article. No crane shall be used to assist in lifting a weight which is being hoisted by the vessel's own gear.

37. *Breaking out cargo prohibited*—All slings of cargo shall be made up securely in the open hatchways clear of the coamings. Breaking out cargo with quay cranes is prohibited.

38. *Necessity of responsible supervision*—No sea-going vessel shall begin to land or ship her cargo until she has been securely moored and an officer of the vessel or a representative of her owner is present to supervise the slinging of cargo on board or the receiving of cargo from shore and the giving of directions to the crane and winch drivers.

39. The Master, Owner or the Agents of a vessel carrying import cargo shall deposit with the Docks Manager within not less than six clear working days before proceeding to break bulk, a true copy of the complete Import General Manifest, (*i.e.* not an in-part manifest) in which must be entered full details including the gross weight of each consignment manifested. Non-submission of such manifests within the stipulated time may result in the ship concerned not being permitted to commence discharge of her cargo. Where the consignment is comprised of individual packages of uneven gross weights, the gross weight of the packages of each category shall be furnished separately.

A Supplementary Manifest giving full details of gross weights must be filed before any "other Port Cargo or Cargo meant for Transhipment" are allowed to be discharged, provided that the consignments have not already been included in the Import General Manifest submitted.

Incorporation of By-lays Nos. 39A, 39B and 39C

39A. No Owner or Master or Agent of a vessel shall allow the loading or discharge of any foreign or coastal cargo overside without first satisfying himself that Calcutta Port Trust's charges due on such cargo have been paid in full on Dock Challans or Jetty Challans, as the case may be, to be filed by the Exporters or Importers concerned or their agents or assignees, provided that in cases where port charges due have not been paid, the cargo may, at the discretion of the Trustees' Financial Adviser and Chief Accounts Officer in special case, be allowed to be shipped or discharged overside against a bank guarantee to be filed by the Owner or Master or Agent of the vessel.

In default, the Owner or Master or Agent shall, without prejudice to any other provision of the By-laws, be jointly and severally liable for payment of the Commissioners' charges due on the cargo remaining unpaid with interest thereon at the rate of 6 per cent. per annum, calculated from the date the vessel starts loading or discharging of such cargo up to the date of payment to the Commissioners of the port charges on them. A continued breach of the By-law would result in denial of Port facilities to such vessels or to any vessel handled by such Owner, Master or Agent.

39B. The Owner or Master or Agent of a vessel shall within four weeks from the completion of loading or discharge of a vessel, submit to the Calcutta Port Trust's Financial Adviser and Chief Accounts Officer, the relative Freight Manifest, provided that extension of time for submission of Freight Manifest may, at the discretion of the Trustees' Financial Adviser and Chief Accounts Officer, be allowed in special cases. In default, without prejudice to the Trustees' other rights, such breach would result in the denial of Port facilities to such vessel or to any vessel handled by such Owner, Master or Agent.

39C. The Trustees' Traffic Manager may, at his discretion, have vessels due for unloading/loading at any of the Port Trust's Docks, Jetties, Buoys or River Moorings surveyed by recognised Marine Surveyors to be selected by the Traffic Manager at the cost of the Owner/Master/Steamer Agents of such vessels prior to commencement of discharge/loading and on completion of discharge/loading. It shall be obligatory on the part of the Master/Steamer Agents of

Incorporation of By-lays Nos. 39A, 39B and 39C

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It shall be within the discretion of the Docks Manager to reduce this period in the case of cargoes loaded into the vessel at the last Port of Call on the Eastern Seaboard of India in Eastern Pakistan, and in Burma.

Every Dock Challan submitted for shipment of goods through the Commissioners' Transit Sheds, and every Customs Export Shipping Bill presented at the Commissioners' Collection offices for assessment of Commissioners' dues, must give full details of the consignments covered by the documents, including the gross weight. Where the consignment is comprised of individual packages of uneven gross weight, the gross weight of the packages of each category shall be noted on the documents separately.

40. *Special notice for hazardous and dangerous goods*—Masters, Owners, Charterers of the Agents of a vessel carrying import cargo or intending to load export cargo at any of the Commissioners' Docks or Jetties shall furnish a list of Hazardous / Dangerous goods to the Traffic Manager as per Form 'C' of Schedule I hereto annexed at least 10 clear working days before the vessel intends to land or ship any hazardous or dangerous cargo at the Docks or Jetties.

40A. *Landing, delivery, storage and shipment of hazardous and dangerous goods*—The Traffic Manager shall issue a circular containing a list of hazardous goods and detailing the procedure of landing, delivery, storage and shipment of all such goods which may be amended or supplimented from time to time. No hazardous / dangerous cargo shall be allowed to be landed from or loaded into a vessel in contravention of the procedure laid down in the said Circular.

41. *Notice for excepted articles*—Masters or Owners of sea-going vessels shall give 24 hours' notice before excepted articles are landed for import or received for export. Delivery must be taken by importers immediately after such articles are landed by the vessels and shipment

must be made by the vessels immediately after such articles are received from exporters. They shall not be landed into, stored in, or shipped from the transit sheds. A list of excepted articles which may be amended from time to time by the Commissioners is contained in Schedule 2 hereto annexed.

42. *Refusal of objectionable cargo*—The Docks Manager or the Superintendent, Jetties and Wharves, may refuse to land for import or receive for export any exceptional cargo of a dangerous or objectionable nature which will, in his opinion, imperil the safety of persons working in the Docks or Jetties or damage the flooring of the shed or quay or any part of the Commissioners' property or injuriously affect any cargo in the custody of the Commissioners.

42A. No cargo intended for Ports other than Calcutta shall be landed at the Docks or Jetties without the previous permission in writing of the Traffic Manager.

43. *Landing of arms and explosives*—The landing of explosives at the Docks or Jetties shall be governed generally by the "Rules regulating the handling of explosives in the Port of Calcutta" published by Central Government under Notification No. P 103, dated the 11th March 1947 and in particular by Rules 8, 12, 39, 40 and 41.

44. *Landing of Carbide of Calcium*—Carbide of Calcium shall not be landed without the express permission of the Docks Manager or the Superintendent, Jetties and Wharves, or any other duly authorised officer of the Commissioners. Permission shall be given only when the owner of the Carbide of Calcium is present and ready to take direct delivery, or when in the absence of the owner adequate arrangements have been made to remove the Carbide of Calcium direct to a suitable godown licensed for the purpose.

45. *Cylinders containing gases and liquids*—Packages consisting of cylinders containing gases and liquids under

pressure, shall not be stored in the Docks or Jetties nor discharged from or shipped into vessels at the Docks or Jetties unless they comply in every respect as to construction, marking, etc., with the Gas Cylinder Rules, 1940, or have been permitted by an order in writing by the Chief Inspector of Explosives under Rule 17 of the said Rules. All working precautions prescribed in the Gas Cylinder Rules, 1940 must also be carefully taken and, in addition, the following working restrictions must be strictly observed:—

- (1) Discharge or loading at night of cylinders containing gases or liquids under pressure is prohibited;
- (2) Cylinders containing gases or liquids under pressure may be discharged on the quay but, if delivery is not effected by the owner immediately on landing they must be removed to a transit shed, hazardous godown or other place specially selected by the Docks Manager for such purpose;
- (3) Cylinders for shipment containing gases or liquids under pressure may also be accepted at, and stored in, spaces in the transit sheds specially selected by the Docks Manager;
- (4) The preceding two clauses, (2) & (3), shall not apply to cylinders, the gross weight of which is 15 cwts. or over. Such cylinders shall be delivered direct from the vessel's side immediately on landing or shipped on board the vessel immediately on arrival at the Docks.

46. *Ethyl Fluid*—Ethyl Fluid may be landed at the Docks, Jetties or Budge Budge Petroleum Wharf with the previous consent in writing of the Docks Manager, the Superintendent, Jetties and Wharves, or the Superintendent, Petroleum Wharf, subject to the following conditions:—

- (1) that Ethyl Fluid imported into the port is packed in specially constructed steel drums of great strength. The drums should be sealed with an inner and outer bung. Rolling hoops shall be fitted as an added precaution for the shell during handling. In addition, drums shall be distinctly marked to show that they contain Ethyl Fluid ;
- (2) that owners of Ethyl Fluid make previous arrangement with the Collector of Customs and the Docks Manager, the Superintendent, Jetties and Wharves, or the Superintendent, Petroleum Wharf, as the case may be, for the immediate removal from the Commissioners' premises of the whole consignment ;
- (3) that Ethyl Fluid is only landed :—
 - (a) between the hours of sunrise and sunset, and at such place or places as the Commissioners may direct, and
 - (b) after all disembarking passengers have landed ;
- (4) that no discharge of Ethyl Fluid is begun until :—
 - (i) the following documents are in the hands of the Docks Manager, the Superintendent, Jetties and Wharves, or the Superintendent, Petroleum Wharf, as the case may be, namely :—
 - (a) bill of lading, if any, duly endorsed by the shipper of the consignment ;
 - (b) delivery order, if any, from the Steamer Agents ;
 - (c) duty paid customs bill of entry (endorsed "passed in full out of Custom's control") ;
 - (d) detailed invoice for the goods ;
 - (e) Commissioners' import challan properly endorsed by their Collection Office to show that their charges have been paid in full ;
 - (ii) the necessary road and rail vehicles in the case of delivery at the Docks or Jetties, are in position to receive the consignment ; and

(iii) the Docks Manager or the Superintendent concerned has satisfied himself that the equipment and material necessary for dealing with any leakage occurring during or after discharge are available for immediate use, the requisite protective equipment and material as under being supplied by the owner :—

Two (2) sets of :—

1. Rubber gloves
2. Rubber boots
3. Rubber apron or oilskin suit
4. Respirator (See note).

Note. A suitable respirator is the canister type containing a minimum of 500 c.c. of activated charcoal. A British Service type respirator is satisfactory. An air-line mask may be used if available.

(5) that when discharge has been permitted every consignment of Ethyl Fluid is inspected on board the vessel by the Owner or his representative and an Officer deputed by the Docks Manager or the Superintendent concerned. No Ethyl Fluid drums showing any sign of leakage may be landed until suitably repaired or placed in a larger receptacle offering sufficient protection from leakage ;

Note. In the event of leakage the measures set out in subclause (II) must be followed.

(6) (a) that discharge of Ethyl Fluid is supervised by a responsible and properly informed representative of the owner, having adequate technical knowledge of the material ;

(b) that men handling drums should be equipped with heavy gloves of canvas or leather ;

(7) that owners provide labour for the handling of vehicles for the immediate removal of the consignment from the Commissioner's premises ;

- (8) that at the Docks or Jetties Ethyl Fluid drums are discharged from the vessel singly in wire net slings by the Commissioners' cranes and removed from the slings by the owner's labour direct to road or rail vehicles ; at Budge Budge Ethyl Fluid drums shall be removed direct by the owner's labour into the owner's rented premises ;

Note. Barrel hooks are on no account to be used in discharge.

- (9) that after any consignment of Ethyl Fluid has passed over the Commissioners' Docks, Jetties or Wharves, the owner's representative inspects the places over which the consignment has been carried and cleans any points where leakage has taken place ; this inspection and cleaning shall be carried out in the presence of a responsible officer or the Commissioners, and the owner's representative shall give a certificate that the Commissioners' premises are free from contamination and fit for general use ;
- (10) that no Ethyl Fluid drum is in any circumstances stored in any of the Commissioners' transit sheds or warehouses ;
- (11) in the event of leakage measures as set out below must be followed :—

Note. Ethyl Fluid is highly coloured by means of a dye (usually yellow, red or blue) so that leakage is immediately discernible. Furthermore, Ethyl Fluid has distinctive and rather sweet smell.

- (a) if Ethyl Fluid comes into contact with the skin the part or parts affected should be washed clean at once with a solvent such as kerosene or petrol, followed by soap and water ;
- (b) clothing that becomes contaminated by Ethyl Fluid should be removed immediately and cleaned by

repeated rinsing in petrol, or a non-inflammable dry cleaning fluid ;

- (c) shoes and leather covered articles that become contaminated by Ethyl Fluid should be discarded and destroyed ;
- (d) if Ethyl Fluid can be smelled it is being breathed. Men should be directed away from any place where it can be smelled,
- (e) men assigned to deal with a leakage of Ethyl Fluid must wear the protective equipment, as prescribed in subclause (4) (iii) above ;
- (f) the area in which a leakage of Ethyl Fluid has occurred (including the outside of a drum) should be treated as follows :—
 - (i) flush with kerosene or some other light oil solvent, followed by water. If the surface permits, wash thoroughly with soap working up as much lather as possible, and again flush with water ;

Note. If it is possible to obtain quickly a supply of common bleaching lime (CaO Cl_2) the area should first be treated generously with a mixture of bleaching lime and water in the form of a thin slurry (Never use the dry powder), alternatively a 5 per cent. solution of Sulphuryl chloride ($\text{C}_2 \text{Cl}_2$) in kerosene may be used.

- (ii) if contamination of an absorbent material has taken place, such as wooden flooring dunnage, or other packing material, then such material must after treatment as above be removed or burned.

46A. The landing and handling of Tetraethyl Lead Compound shall, wherever applicable, be governed by the provisions contained in Bylaw No. 46.

47. *Ashes and rubbish*—No ashes, sweepings or rubbish of any kind shall be thrown or suffered to fall or landed at any point of the Docks or Jetties except under such conditions as are approved by the Docks Manager or the Superintendent Jetties and Wharves.

48. *Discharge of objectionable liquids prohibited*—No person shall—

- (a) wilfully discharge into the river or into, or on to, any dock, any petroleum or other inflammable liquid ;
- (b) wilfully throw any liquid of a noxious character or any filth or rubbish into the waters of the river or of any dock.

49. *Protection of navigable waters*—(i) No person shall—

- (a) lay or place any ballast or rubbish, nor any cargo, goods or other article, substance or thing likely, after falling into the water, to be or to become detrimental to navigation or to cause damage to shipping, upon any quay, pier or jetty, nor upon any vessel in such a position that the same or any part of the same will be likely to fall into the water ;
- (b) cast or throw or permit or suffer any ballast or rubbish, or any cargo, goods or other such article, substance or thing as last aforesaid to fall into the docks, or river, from any pier, quay, jetty or vessel.

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

50. *Landing of mixed marks*—The Docks Manager or the Superintendent, Jetties and Wharves, may refuse to receive—

- (a) goods so badly mixed that they cannot conveniently be sorted ashore ;

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- (b) goods so illegibly marked that they cannot be sorted for delivery to the rightful owner.

51. *Ignoring of quality marks*—The Docks Manager or the Superintendent, Jetties and Wharves, may refuse to sort and stack by marks, other than the owner's principal marks, bags of sugar, rice, wheat or other cargo landed from any sea-going vessel.

52. No person shall remove any goods from the Docks and Jetties unless the requisite documents in support of the ownership of such goods have been filed with the Commissioners' staff and the removal of the goods has been duly authorised in accordance with the procedure laid down by the Commissioners in this behalf.

52A. *Entry of vehicles in Docks and Jetties without a valid permit*—No person shall enter into the Docks and Jetties with any lorry, cart including hand cart, bullock cart, and buffalo cart or other vehicle without any valid permit as laid down in Bylaw No. 4B and any person found contravening the provision of the said Bylaw is, without prejudice to the provisions of Bylaw No. 111, liable to prosecution as a trespasser, and his lorry, cart including hand cart, bullock cart and buffalo cart or vehicle, as the case may be, shall also be liable to detention for being handed over to the Police.

53. *Tender of heavy packages*—No person shall load or ship or attempt to load or ship or tender for loading or shipment on or into any vessel within the Port any package or object the gross weight of which is one metric ton or more unless and until the marking of its weight satisfies the rules framed by Government under section 5 of the Marking of Heavy Packages Act, 1951, which are detailed below :—

(1) *Manner of marking of heavy packages*—(1) The gross weight on a heavy package shall be marked thereon in the English and the regional languages with a kind of paint which is not easily effaceable.

- (2) Where a heavy package is of a light colour, black paint shall be used and where the package is of a dark colour, white or yellow paint shall be used.
- (2) *Gross weight to be marked in metric tons, kilogrammes, maunds or pounds*—Subject to the provisions of paragraph 6 below, the gross weight of a heavy package shall be marked thereon in metric tons, kilogrammes, standard pounds or standard maunds.
- (3) *Place of marking*—The gross weight shall be marked on two sides of a heavy package so that in whatever position the package is placed, the marking is easily visible.
- (4) *Size of letters or figures*—Every letter or figure used to mark the gross weight of a heavy package shall be at least three inches in length and one quarter of an inch in breadth.
- (5) *Manner of packing*—(1) The goods in a heavy package shall be securely packed in a strong covering in such manner that there is no movement of the goods inside the package or any danger of the disintegration of the goods or the covering.

(2) The covering shall be of such material and nature as can stand the strain of the package being handled during the course of loading or unloading so that the risk of any injury to persons who handle the package is minimised.
- (6) *Marking of approximate weight in certain circumstances*—Where at the place from where heavy package is consigned there are no means available for determining the correct weight of the package, the anticipated minimum and maximum weight of the package in metric tons, kilogrammes, standard pounds or standard maunds shall be marked thereon in the manner hereinbefore specified :

Provided that such anticipated maximum weight shall be so assessed that it does not fall below the actual weight of the package.

Illustration—Where the anticipated minimum weight of a package is one ton and the anticipated maximum weight two tons, the package shall be marked 'Between one and two metric tons.'

54. *Tender of shipping documents*—No goods shall be shipped upon any sea-going vessel at the Docks until the Export Dock Challan on which the correct quantity of the goods in terms of weight or measurement shall be entered by the owner, the customs shipping bill and the agent's shipping order have been lodged with the Commissioners' shed staff.

55. *Clean receipts for goods shipped*—Masters or Mates of sea-going vessels shall give 'clean' receipts for all goods shipped from the Commissioner's sheds. Shipment under a 'qualified' receipt shall not be made without written instructions from the shipper. Goods for which a 'clean' receipt cannot be given shall be rejected in the transit shed prior to shipment or, if they have been shipped by mistake, forthwith returned ashore.

Receipts for all goods shipped on board shall be given to the Commissioner's shed staff before the vessel leaves her loading berth.

55A. No clearing agent shall without obtaining a clearing agency licence from the Traffic Manager, transact any shipping, clearing or forwarding business within the port area.

The Traffic Manager may, before the issue of such a licence, ask the clearing agent to satisfy him that the applicant has already obtained the requisite licence from the Customs authorities and also call upon the clearing agent to furnish a bond with a security deposit of Rs. 500 as a guarantee for (a) the faithful and proper behaviour of himself and of his sircars,

clerks, servants or agents in regard to compliance with the Port Rules, by-laws and other regulations of the Commissioners for the time being in force and all other statutory provisions and (b) making payment immediately on demand of any of the Commissioners' dues on consignments shipped, cleared or forwarded as the case may be and of all sums due to the Commissioners on such consignments. The Traffic Manager may if he is satisfied about the misbehaviour of a clearing agent or any of his sircars, clerks, servants or agents, or about the non-fulfilment of any of the terms or conditions herein contained, suspend, withdraw or revoke the clearing agency licence issued to him, and, also if necessary apply the security deposit of Rs. 500 towards the recovery of any sum due to the Commissioners in respect of any transaction done by the said clearing agent or his sircars, clerks, servants or agents.

The Traffic Manager, before cancellation, withdrawal or revocation of a licence, will give the clearing agent concerned an opportunity of being heard and record in writing the reasons for cancellation, withdrawal or revocation of the licence and also communicate the same to the said clearing agent.

The procedure laid down above with the exception of making a security deposit and adjustment of any under-charges due against such deposit, will also be applicable to any exporter or importer doing the shipping, clearing or forwarding of his own consignments within the port area without employing an outsider as a clearing agent.

To ensure that only firms of standing and repute transact shipping, clearing or forwarding business within the port area, it has been decided to grant clearing agency licences only to those clearing agents who hold licences from the Customs as well.

55B. No work relating to or in connection with the business of supplying mooring crew to the ships lying in or visiting the Port shall be done or continued without a license from the Commissioners. Such license, if granted,

will be on such terms, conditions and stipulations as the Commissioners may, from time to time, prescribe.

Steamer agents requiring the services of mooring crew shall first ascertain whether the Commissioners are in a position to supply such crew and it is only when an officer of the Commissioners empowered to do so has intimated in writing, or over telephone (every such telephone message is to be confirmed in writing within the next 24 hours) to the effect that the Commissioners are unable to meet the demand that the Steamer Agents may enlist the services of a private agency for the supply of mooring crew. In doing so, the Steamer Agents shall ensure that the agency concerned is in possession of a valid license from the Commissioners permitting it to engage in the business of supplying mooring crew.

56. *Boats forbidden in tidal basin*—At Kidderpore Docks no boat, barge or lighter shall stay or moor in the tidal basin and no sea-going vessel shall load or discharge cargo overside at No. 14 berth: Provided that the Harbour Master (Port) may at his discretion relax the provisions of this bylaw if conditions permit.

56A. *Lighters to comply with the Traffic Manager's directions*—The owner / person having possession or control of lighters plying at the Port of Calcutta shall forthwith comply with all directions that may be given from time to time by the Traffic Manager and such directions may, inter alia, require the said owner/person having possession or control, to use the lighters for the conveyance of such goods at such time and by such routes as may be specified by the Traffic Manager.

57. *Exclusion and removal of boats*—The Docks Manager may refuse entry to, or order removal from the Docks of any boat, barge or lighter unless she is actually engaged to load or discharge cargo within the next 36 hours.

57A. *Entry of boats into Docks without a valid permit*—No boat, barge or lighter shall enter into or remain in the Docks

without a valid permit as laid down in Bylaw No. 4D and any person found contravening the provision of the said Bylaw shall, without prejudice to the provisions of the Bylaw No. 111, be liable to prosecution as a trespasser and the boat, barge or lighter concerned shall also be liable to detention for being handed over to the Police.

58. The Docks Manager may refuse entry to, or order removal from, any dock of any boat, barge or lighter carrying cargo which is in his opinion, noxious or objectionable.

59. *Fastening of boats*—No boat, barge or lighter shall be fastened to any rail or crane or to any moveable structure in the docks.

59A. *Tying of Boats*—No boat, barge or lighter shall be tied to any part of fixed or moveable jetty except to the arrangement provided for the purpose.

60. *Searching of boats*—Any boat, barge or lighter may be searched, before leaving the Docks, by the Police or by any officer of the Commissioners duly authorised in this behalf by the Docks Manager.

61. *Working hours at docks and jetties*—Working hours at the Docks and Jetties and hours of opening and closing dock and jetty gates for the passage of vehicles shall be notified from time to time by the Docks Manager and the Superintendent, Jetties and Wharves.

62. *Night or holiday work*—Application to work at night or on Sundays or holidays shall be made in the manner prescribed from time to time by the Docks Manager or the Superintendent, Jetties and Wharves, who will, if conditions permit, make, on receipt of the consent of the Customs Department, all necessary arrangements for night, or holiday work.

63. *Cart tickets for shipment goods*—Every package, bale case or cask sent for shipment shall be entered in a cart ticket of which the form shall be prescribed by the Docks Manager. Without this cart ticket no vehicle carrying goods shall be

allowed to pass into the Docks. Every cart ticket shall contain the date, name of vessel on which the goods are to be shipped, the exporter's name, the marks, quantity and description of articles shipped, and the current license number of the vehicle.

64. *Tenders of inflammable articles*—Within the Dock or Jetty fences no person shall unload or attempt to unload or tender for unloading for shipment or storage any matches, fireworks or any substance classified as an explosive in the Explosives Rules, 1940, or any petroleum, as defined in the Petroleum Act, 1934, (XXX of 1934) having a flashing point below 150° F., or any other inflammable substance having a flashing point below 76° F., without the previous permission in writing of the Docks Manager or the Superintendent, Jetties and Wharves, as the case may be: Provided that nothing herein contain shall affect the landing of such goods from a sea-going vessel under the rules and regulations for the time being in force.

65. *Restriction on tools*—No person shall take inside the dock or jetty premises carpenters' tools for opening cases, or similar instruments, without permission from the Docks Manager or the Superintendent, Jetties and Wharves, who may, in his discretion, issue to approved persons cooper's licenses to work in the dock or jetty sheds: Provided that this bylaw shall not affect the bringing in of tools by approved firms or individuals authorised under Bylaw 100.

66. *Prohibition of hawking*—The hawking of goods at the Docks or Jetties is prohibited without the written permission of the Docks Manager.

67. *Vessel's latrines and closets*—During a vessel's stay in Docks the use of her water closets and latrines is prohibited. Use may be made of the latrines and urinals provided by the Commissioners at convenient points on the quayside.

68. *Speed of Vehicles*—All vehicles moving within the Docks or Jetties shall proceed at a safe speed to avoid collision with trains passing at all hours across the roads. No vehicle

shall be taken, or driven along, or upon any quay, or inside any shed or warehouse.

69. (1) The speed of vehicular traffic of every description shall not exceed five miles per hour at the following place :

(a) Swing Bridge No. 1 between the Tidal Basin and Kidderpore Dock No. 1 and along the approaches thereto, that is to say, along the stretches of road in both directions between Soorkey Mill level crossing on the east and the junction of Tea Warehouse Road and Garden Reach Road on the west.

(b) Swing Bridge No. 2 between Kidderpore Docks Nos. 1 and 2 and along the approaches thereto, that is to say, along the stretches of road in both directions between the junction of Eastern Boundary Road and Circular Garden Reach Road on the east and the junction of Dumayne Avenue and Circular Garden Reach Road on the west.

(2) No motor lorry with or without trailer, no omnibus or other heavy vehicle having an axle load greater than 5 tons or a load per wheel greater than $2\frac{1}{2}$ tons shall cross No. 2 Swing Bridge.

70. *Control of wharf operations*—All operations of landing or shipping, stacking or piling goods on the wharves shall be subject to the directing and control of the Superintendent, Jetties and Wharves, or other duly authorised officer of the Commissioners.

71. *Working hours at wharves*—The hours of landing and shipping goods at the Inland Vessels Wharves shall be from 6 a.m. to 6 p.m. on all days except Sundays and Chamber holidays. No goods shall be landed or shipped, stacked or piled between the hours of 6 p.m. and 6 a.m. on working days on Sundays or Chamber holidays except with the permission of the Superintendent, Jetties and Wharves, or other duly authorised officer of the Commissioners.

72. *Procedure at wharves*—When goods are to be landed inward or shipped outward, authenticated challans showing the description and exact quantities of the goods shall be tendered to the Commissioners' cashier by applicants for passes authorising the landing or shipment of goods. On the data furnished in these challans, passes will be prepared and tolls levied. In the absence of such challans, or where reasonable doubts exist as to their genuineness or correctness, calculations for levying tolls shall be based on the registered tonnages of vessels from which the goods are to be landed, or on which they are to be shipped.

73. *Precaution against fire*—No Master or Owner shall, without the previous approval of the Superintendent, Jetties and Wharves, permit or suffer pitch, resin, or any other inflammable material to be melted on board his vessels lying at, or within the limits of, the Inland Vessels Wharves.

74. *Idle boats prohibited at wharves*—No boat shall lie at the Inland Vessels Wharves except while it is receiving or discharging cargo.

75. *Obstruction of wharf approaches and bathing ghats prohibited*—No boat shall obstruct the approaches to wharves docks, jetties or landing places, or moor or lie at, on, or unduly close to, or land or ship goods over, any portions of the bank reserved for the use of the public as a bathing ghat.

76. *Hawker's license*—No person shall, without a licence from the Superintendent, Jetties and Wharves, offer goods for sale on a wharf or on a vessel lying at or within the limits of a wharf.

77. *Restricted use of landing places*—No person shall come or be on or upon any pontoon except for the purpose to landing or shipping goods or of disembarking or embarking from or on a vessel.

77A. Unauthorised persons are forbidden to enter Petroleum Installations at Budge Budge including ships, craft, pontoons, etc.

No person shall commit any nuisance on the foreshore at the wharf. The sanitary facilities provided by the Commissioners for the purpose should be used.

Note—The term unauthorised persons shall include all persons who do not reside or are employed in the installation area as well as those who have no legitimate business therein.

78. *Restriction on embarkation or landing*—No person shall attempt to land upon or embark from any pontoon out of or into a vessel in motion.

79. *Obstruction of gangways*—No person shall obstruct any passage or gangway leading to or from any pontoon.

80. *Restriction during a bore*—No person shall come or be on or upon any pontoon while a bore tide is expected or in progress.

81. *Stacking on pontoons prohibited*.—No person shall stack or keep any goods on or upon any pontoon for a period longer than is reasonably necessary to collect or remove them.

82. *Restriction on vessels alongside pontoons*—No vessel shall remain alongside any pontoon except for the purpose of landing or shipping goods or of disembarking or embarking passengers.

82A. (a) 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, and also such other documents as may be required by the Director, Marine Department.

(b) 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 of risk involved in dismantling, breaking up or destroying of the vessel concerned.

- (c) The Owner shall pay immediately on demand all charges prescribed by the Commissioners as and when demanded by the Director, Marine Department, in the shape of mooring hire, dry dock charges, ground rent charges, crane charges, supervisory charges, etc., before such services are rendered.
- (d) 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 Commissioners' Financial Adviser & Chief Accounts Officer in the form prescribed by the Director, Marine Department, undertaking to pay to the Commissioners, 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.
- (e) 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 Commissioners may, without prejudice to any of their other 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.
- (f) The expression 'Owner' includes his agents, representatives or assigns.
- (g) In case of any dispute as to the interpretation or working of this by-law, the decision of the Chairman of the Commissioners shall be final and binding.

DRY DOCKS

83. *Application for dry docking*—Application to place a vessel in a dry dock may be made to the Director, Marine Department, at any time but no definite dates of regulation shall be allotted to the vessel until application has been made in the prescribed Form A in Schedule I hereto annexed which may be obtained from the Office of the Harbour Master (Port).

84. *Regulation*—On receipt of an application in the prescribed Form A, the vessel shall be placed on the Entry List and an advice, giving particulars of her regulation sent to the applicant in the prescribed Form B in Schedule I hereto annexed.

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

85. *Order of docking*—Accepted vessels other than those provided for in Bylaw 86 shall be docked in the order in which they appear in the Entry List : Provided that—

- (a) any vessel which is not ready on her booked date or on the date the dry dock is vacant, whichever is latter, shall forfeit one place on the list ;
- (b) any vessel the dimensions or construction of which are found to differ from the descriptive particulars given in the prescribed Form A 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.

86. *Preference in docking*—In regulating admission to a dry dock preference may be given to :—

- (a) a vessel with a gross tonnage of not less than 3,000 tons over all smaller vessels ;

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- (b) a vessel with a gross tonnage of not less than 3,000 tons, 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 tons, requiring the dock for a period not exceeding 72 hours, over all similar vessels regulated for a longer period and all smaller vessels.

87. *Preference to damaged vessel*—The Director, Marine Department, may in his discretion allow any vessel, which is in such a condition as may in his opinion render her immediate entry into a dry dock advisable, to enter a dry dock in preference to all other vessels standing on the Entry List.

88. *Arrangements prior to doking*—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 by the head or the stern does not exceed one foot for every 100 feet of her length between perpendiculars : Provided that the Director, Marine Department, may in 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 masted pendants are rove if the Superintendent, Dry Docks, so directs ;
- (d) that all bilges are kept perfectly dry ;
- (e) that awnings are furled if the Superintendent, Dry Docks, so directs ;

(f) that readings of the ballast tank soundings are taken ;—

(i) whilst the vessel is afloat in dry dock and

(ii) immediately the vessel is on the blocks, fore and aft.

(g) that copies of the readings taken under clause (f) above are at once delivered to the Superintendent, Dry Docks.

89. *Docking with cargo on boat*—If the Owner or Master wishes to dry-dock a vessel with cargo or additional bunkers on board he must submit to the Director, Marine Department a special application explaining the circumstances and stating in addition to the particulars in the prescribed Form A in Schedule I hereto annexed, full particulars as to the nature and the stowage of her cargo. The Commissioners may refuse to dry-dock such vessel without assigning any reason for their refusal.

90. *Refusal of admission*—Any vessel for which her Master has not made the arrangements required by Bylaw 88 may, at the discretion of the Director, Marine Department be refused permission to enter Dry Docks.

91. *Assistance & extra hands*—The Master shall arrange that the crew render every assistance when docking or undocking his vessel and shall supply any extra hands which are in the opinion of the Superintendent, Dry Docks, required on board during these operations.

92. *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 the fullest co-operation between his crew and the Dock staff in shoring the vessel, and shall cause all other duties on board to cease so that his crew may be available for any work required by the Superintendent, Dry Docks.

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93. *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 satisfies himself that the original condition prevailing before alteration has been restored by the Master. Any Master who cannot restore the original condition of the ballast tanks without undue delay shall immediately forward an explanation with all necessary details to the Superintendent, Dry Docks, who shall take suitable action thereon.

94. *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.

95. *No outboard work*—No outboard work shall be carried on while a vessel is being docked or undocked.

96. *Extension of stay*—No vessel shall remain in a dry dock longer than the time for which she shall have been regulated :

Provided that the Director, Marine Department may on application received before the expiry of the time of regulation, make in his discretion a further regulation if he is satisfied that circumstances not known when the vessel was regulated, or beyond the control of the parties engaged in the work, will prevent the completion, within the original period of regulation, of work which can be done only in a dry dock.

97. *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 a dry dock at the expiration of the period for which she was regulated ; Provided that the Director, Marine Department may, if the Master or Owner fails to make such arrangements, take all necessary steps to remove the vessel.

98. *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.

99. *Equipment provided*—The Commissioners shall provide all blocks, horizontal and bilge shores necessary for the safe docking of the vessel, sufficient floating stages and travelling trestles for washing down, scraping and painting the vessel and sufficient trestles and staging for ordinary propeller work and minor repairs.

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

100. *Appointments of contractors*—The Commissioners shall from year to year authorise by a writing under the hand of the Chairman, certain approved firms or individuals to undertake work in connection with vessels in dry docks. No person shall be allowed to undertake any such work unless he has been so authorised.

101. *Protection of port property*—No block, shore, stage, pole, rope or other article belonging to the Commissioners shall be removed from the Dry Dock premises without the written permission of the Superintendent, Dry Docks.

102. No article belonging to the Dry Docks shall be destroyed, cut or otherwise damaged or allowed to go adrift, nor timber or other heavy thing thrown down upon the steps and stone work, nor passed into or out of the Dry Docks otherwise than by the means provided and prepared for that purpose.

PORT COMMISSIONERS' RAILWAY

103. *Unauthorised entry upon rolling stock*—No unauthorised person shall lay hold of, enter or get into, or upon, any engine, carriage, wagon or truck on the Commissioners' railway.

104. *Restriction on speed of locomotives*—No driver shall drive an engine, or train over the Commissioners' railway at a greater speed than six miles an hour.

105. *Warning against accidents*—No person shall cross the Commissioners' railway in front of rolling stock in motion or

between or under rolling stock at rest to take shelter under them.

106. *Protection of railway property*—No person shall without proper authority remove and no person shall wilfully destroy or damage any rolling stock, barrier, fencing, signal lamp, light or any other property belonging to or in the possession or custody of the Commissioners.

107. *Obstruction of railway prohibited*.—No person shall place any obstruction upon the Commissioners' railway.

108. *Walking on railway prohibited*—No person shall walk on or along the Commissioners' railway within the fencing

109. *Trespass of Cattle*—Without the written permission of the Commissioners no person owing or having in his charge any cattle, within the meaning of cattle in the Cattle Trespass Act, 1871, shall, save in connection with the landing, shipping, receiving or delivering of goods, permit or suffer any of them to be driven or to be on or upon the Docks, Jetties, Inland Vessels Wharves, Petroleum Wharf, Budge Budge, or the Port Commissioners' Railway.

110. *Restriction on smoking etc.*—No person shall smoke, or make or use any unprotected fire or light within any of the sheds or warehouses forming part of the Commissioners' railway, or near vehicles containing explosives or inflammable substances or liquids.

110A. No person shall take photographs, movies or pictorial representation of any other kind whatsoever of or in the Docks, Jetties and other properties of the Commissioners and/or publish or reproduce the same in any way whatsoever without a written permit from the Secretary first had and obtained. Such permit, if granted, shall be subject to such conditions as may be laid down therein. The grant or refusal of such permit shall be at the discretion of the Secretary whose decision shall be final.

110B. No persons shall occupy any seat or place in or around any of the bathing ghats in the Port in any capacity

whatsoever without a valid permit issued to him by or under the written authority of the Traffic Manager. Such permit shall be issued on such terms and conditions and no payment of such fees as the Commissioners may from time to time decide.

111. *Penalty for breach of bylaws*—A breach of any of the foregoing bylaws shall be punishable with a fine not exceeding Rs. 500, and, when the breach is a continuing breach to a further fine which may extend to Rs. 200 for every day after the first during which the breach continues.

THE COMMISSIONERS FOR THE PORT OF CALCUTTA
SCHEDULE 1
(Form "A")
(See Bylaw 83)

APPLICATION FOR REGULATION

To

The Director, Marine Department,
Port of Calcutta.

Sir,

I/We have to request that you will arrange to take into Dry Dock the S.S./M.V.....of which I/We certify the following descriptive particulars :—

Length.....

Beam.....

Depth moulded.....

Gross tonnage.....

Draft forward.....

Draft aft.....

Displacement weight of vessel at draft stated.....

Style of construction of vessel's bottom :

Her Keel is :

- (a) a keel-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 plans 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.....

Owner/Master of S.S./M.V.....

Dated, Calcutta.....

THE COMMISSIONERS FOR THE PORT OF CALCUTTA

SCHEDULE 1

(Form "B")

(See Bylaw 84)

ADVICE OF REGULATION

To

The Owner/Master,
S.S./M.V.....

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..... m. on theday 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 arrangements.

Yours faithfully,

Calcutta.....

Director, Marine Department,

(51)

SCHEDULE—1

(Form 'C')

(See By-law 40)

Special Notice for dangerous and Hazardous goods.

Name of the Vessel :

Name of the Steamer Agents :

Expected date of arrival :

Date of prior entry with customs :

1. Line No.
2. Marks & No.
3. No. of Pkgs.
4. Name of the commodities.
5. Quantities.
6. Flash point if any.
7. Composition of the Commodities if consigned under trade name.
8. Name of the Stowage.
9. Importer.
10. Remarks.
11. Category of Hazard (To be filled in by C. P. C.)

(52)

SCHEDULE 2

(See Bylaw 41)

EXCEPTED ARTICLES

Gold.

Silver.

Bullion.

Precious stones.

Precious metals.

Securities for cash and stamps.

Documents and title deeds.

Opium, essential oils and similar valuable drugs.

All other precious or specially valuable articles.
