

The Merchant Shipping (Examination For Skipper And Second Hand Of A Fishing Vessel) Rules, 1964

UNION OF INDIA

India

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Rule

THE-MERCHANT-SHIPING-EXAMINATION-FOR-SKIPPER-AND-SECO of 1964

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The Merchant Shipping (Examination For Skipper And Second Hand Of A Fishing Vessel) Rules, 1964Published vide Notification Gazette of India, 1964, Part 2 Section 3(i), page 1041.

1771.

G.S.R. 996, dated 1st July,1964. - In exercise of the powers conferred by Cls. (b), (c) and (d) of Section 87 read with Section 83 of the Merchant Shipping Act, 1958 (44 of 1958) and in supersession of the rules relating to the examination of Skippers and Second Hands of Fishing Boats, the Central Government hereby makes the following rules, namely :-

Chapter I Preliminary

1. Short title and commencement.

(1)These rules may he called the Merchant Shipping (Examination for Skipper and Second Hand of a Fishing Vessel) Rules, 1964.(2)They shall come into force at once.

2. Definitions.

(1) In these rules, unless the context otherwise requires,---(a) "Act" means the Merchant Shipping Act, 1958 (44 of 1958). (b) "Appendix" means an Appendix to the rules, and "Annexure" means an Annexure to an Appendix. (c) "examination" means the examination for the grant of certificates of competency as skipper or as second hand of a fishing vessel. (d) "examiner" means a person appointed as such under sub-section (1) of Section 79 of the Act. (e) "second hand" and "skipper" means second hand and skipper respectively of a fishing vessel. (2) Words and expressions used in these rules but not defined shall have the meaning respectively assigned to them in the Act.

Chapter II

Qualifications, Syllabus And Fees For Examinations And Issue Of Certificates

3. Grades of examinations.

- Examinations shall be held in accordance with the provisions of these rules, for the grant of certificates of competency in two grades, namely, as skipper and as second hand of a fishing vessel.

4. Place of examinations.

- The examinations shall be held at such places and on such dates as may be specified under Appendix A.

5. Parts of examinations.

(1) The examination shall comprise of three parts, - (i) the written test, (ii) the oral test, and (iii) the signalling test. The written and the oral test shall, unless specially permitted, be taken together in the first instance. (2) The signalling test may also be taken at the same time as the written and the oral tests. A candidate who fails in the signalling test or who does not take the said test but who has passed in either or both the written and oral tests may, within six months of such passing, be re-examined in signalling during any week in which examinations for masters and mates are held. (3) A candidate may be allowed to take the signalling test at any port where an examination for masters mates or fishermen is held.

6. Syllabus.

- The syllabus for each of the examinations shall be such as is indicated in Appendix B. Note - Specimen sets of examination papers are given in Appendix C.

7. Eligibility for examination.

(1)A candidate desiring to obtain a certificate of competency as second hand shall---(a)not be less than 19 years of age;and(b)either have served at least three years on deck on board a sea-going fishing vessel of not less than 25 tons gross;orhave served at least three years and a half at sea on deck of which one year must have been on board a sea-going fishing vessel of not less than 25 tons gross.(2)A candidate desiring to obtain a certificate of competency as skipper shall-(a)not be less than 21 years of age;and(b)have served at least five years at sea of which at least one year must have been as a certificated second hand on board sea-going fishing vessel of not less than 25 tons gross;Provided that a candidate who holds a certificate of competency as master or mate shall not be required to prove any sea-service other than the prescribed service on board a fishing vessel.

8. Aliens.

- No alien shall, except with the prior approval of the Director-General, be allowed to sit for an examination.

9. Proof of nationality.

- Every candidate for examination shall produce satisfactory proof of his nationality consisting of a certificate of birth or of naturalisation or such other documentary evidence of nationality or of the birth or nationality of his parents as may be available. If any doubt arises as to the nationality of a candidate, the case shall be referred to the Director-General for orders and the decision of the Director-General shall be final.

10. Application for examination.

(1)Every candidate for an examination shall, at least one week before the commencement of the examination, apply to the principal officer, Mercantile Marine Department, at the port at which he desires to be examined. Every such application shall be in the appropriate form set out in Appendix D and be accompanied by the following documents, namely:-(a)a certificate of birth;(b)testimonials as to character including sobriety and experience and ability on board ships for the last twelve months of sea-service preceding the date of application;(c)certificate of discharge; and(d)a valid first-aid certificate.(2)No candidate shall be examined unless the documents referred to in sub-rule (1) shall have been duly verified by or on behalf of the Director-General.

11. First-aid certificates.

(1)The first-aid certificate shall be an adult certificate, that is, a certificate obtained by the candidate after he became sixteen years of age at an examination held not more than three years before the date of examination for the certificate of competency.(2)A candidate who does possess the first-aid certificate shall, before he intends to sit for an examination for a certificate as skipper or second hand apply to the Port Health Officer of the port at which he intends to sit for the examination, and

the Port Health Officer shall intimate to him the available facilities for the instructions and examination of candidates in first-aid.

12. Sight test.

(1) Every candidate for a certificate of competency as skipper or second hand shall undergo the prescribed sight test successfully before a certificate is issued to him; a pass certificate in the sight test shall be valid for three months from the date of issue thereof. (2) The standards required for a pass in the sight test and other details shall be such as are given in Appendix E.

13. Service qualifications.

- Service in the Indian Navy on deck on a sea going ship up to a maximum period of two years and a half shall be taken into account for the grant of a certificate as second hand, if the record of such service is accompanied by a good report. A candidate with such service shall be required to show one year's service at sea on deck on board a sea-going fishing vessel of not less than 25 tons gross.

14. Deficiency in service.

- A candidate who has passed the examination but whose service is discovered to be insufficient shall not be entitled to the certificate until he passes the examination again after he has completed the necessary qualifying service. The examination fee paid by such a candidate shall not be refunded unless the Director-General is satisfied that the error in calculation of the service was not due to the candidate's own fault or wilful misrepresentation, in which case, the fee may either be refunded to him or placed to his credit for a subsequent examination.

15. Failure in parts of the examination.

(1) Every candidate for an examination shall proceed to the oral test, irrespective of whether he has passed or failed in the written test. A candidate who fails to take up the oral test at the appointed time shall, unless he produces a medical certificate or other satisfactory evidence of his inability to attend the oral test be regarded as having failed both in the oral and the written tests. (2) A candidate who fails in the oral test through serious weakness in practical knowledge of the subject may, at the discretion of the examiner, be required to perform further sea service before being re-examined. Such further sea-service shall not be for a period of more than three months and may be performed in any capacity on deck in any sea-going ship. (3) If more than six months have elapsed since a candidate passed any of the tests, he shall be required to take the whole examination. (4) In the case of a third or subsequent failure in the written or oral parts of the examination, or in both such parts, two months must elapse after the date of the last failure before the candidate can be re-examined.

16. Deafness and other disabilities.

(1)A candidate who is afflicted with deafness or an impediment in his speech or any other physical or mental infirmity to a degree which in the opinion of the examiner, is such as to render the candidate incompetent to discharge the ordinary sea-going duties of a skipper or second hand shall not be allowed to complete the examination, and the fee, if any paid by such candidate shall be refunded to him. The examiner shall report every such case to the Director-General.(2)The Director-General, may, if the candidate subsequently produces a medical certificate to the effect that his hearing, speech or physical or mental condition has improved or is normal, allow him to sit for the examination.

17. Marking of papers.

(1)All questions must be answered correctly if a pass is to be obtained.(2)If, when a candidate hands in his papers, the errors are not too numerous and the time allowed for working the papers has not expired the incorrectly worked problems will be returned by the examiner to the candidate for correction. The incorrectly worked problems will not be returned to the candidate a second time.

18. Issue of certificate.

(1)A candidate who has passed the whole examination shall receive intimation in the form as in Appendix F authorising the principal officer to issue the certificate in the appropriate form.(2)If the candidate is unsuccessful or only partially successful he shall receive from the examiner an intimation in the form in Appendix G. The candidate shall retain this intimation and produce it to the examiner when he next presents himself for the examination.(3)The testimonials and other documents submitted by the candidate shall be returned to him on the completion of the examination.[18-A. Issue of certificates to candidates governed by the rules relating to the examination of skippers and second hands of Fishing Boats in force immediately before the commencement of these rules. [Inserted by G.S.R. 1929, dated 31st July, 1969.]- Notwithstanding anything in rule 18, a candidate who has passed the whole examination for any grade held under the provisions of the rules relating to the examination of skippers, and second hands of Fishing Boats in force immediately before the commencement of these rules shall be deemed to have passed the whole examination for that grade under these rules and shall be granted the appropriate certificate.]

19. Duplicate certificate.

- A person who has lost a certificate of competency granted to him may apply in the form in Appendix H to the principal officer, Mercantile Marine Department for a duplicate copy of the certificate on payment of a fee of Rs. 5. A declaration regarding the circumstances in which the certificate was lost shall also be made by the applicant before the principal officer. The principal officer shall then forward the application to the Director-General who may issue a duplicate certificate: Provided that if the principal officer is satisfied that the loss of the certificate was not due to the negligence or any fault on the part of the applicant, a fee of Rs. 1 only shall be charged for the

duplicate copy of the certificate and the balance shall be refunded to the applicant.

20. Examination fees.

(1) Fees for the examination shall be as follows :-

| | |
|--|--------|
| For certificate of competency as second hand | Rs. 10 |
| For certificate of competency as skipper | Rs. 20 |
| For sight test only | Rs. 4 |

(2) The fees specified in sub-rule (1) shall include the fee for the signalling test if it is taken along with the written and oral tests; a candidate who takes the signalling test separately shall pay an additional fee of Rs. 5/- for the said test. (3) The fees for the examination shall be paid into the Mercantile Marine Department at the time of making the application. (4) Where a candidate is re-examined in the written or the oral test, fees at one-half the rates specified in sub-rule (1) shall be charged for the re-examination.

21. Refund of fees.

(1) The fees paid by a candidate who is subsequently found to be disqualified for taking the examination shall be refunded to him or be placed to his credit for a subsequent examination for which he may become eligible. (2) A candidate who has failed in sight test shall be entitled to the refund of fees paid by him for the examination less Rs. 4/- being the fee for the sight test.

Chapter III

Conduct Of Examination

22. Examinations.

- The examinations shall be practical and not theoretical. Candidates may use four figure logarithms and any short method tables which are correct in principle.

23. Time.

- The examination shall begin at 10 A.M. As far as possible candidates shall be given ample notice of the day and time of their oral examination. The time allotted for each written part of the examination for each grade of certificate shall be as follows :-

| | |
|----------------|-------------|
| (1)..... | Secondhand. |
| First Day. | |
| (1) Chart Work |2 |
| | hours |

| | |
|----------------------------------|--------------|
| (2) Practical Navigation |1 hour |
| Second and subsequent days |Orals. |
| (2)..... | Skipper. |
| First Day. | |
| (1) Chart Work |3 hours |
| (2) Practical Navigation |3 |
| | hours |
| Second and subsequent days | Orals. |

24. Language used in oral test.

- Questions in oral test may at the option of the candidate, be answered in Hindi or English.

25. Candidates to be punctual.

- Candidates shall be required to appear at the examination room punctually at the time appointed.

26. No strangers admitted.

(1) No persons other than those whose duties require them to be present shall be allowed in the room during the examination. (2) No instructors shall be allowed on the premises in which the examinations are held.

27. Loose papers and books.

- Before the examination begins, the tables or desks shall be cleared of all scraps of paper or books that are not to be used in the examination.

28. Use of books and tables at the examination.

- The following tables and books shall be supplied at the examination room : (a) Nautical Tables (including logarithm tables) Norie (full edition). (b) Burton's Tables (when available). (c) Alt-Azimuth Tables-Burdwood, Davis. (d) Nautical Almanac-A bridged Edition. Candidates who intend to use tables other than the above may bring such tables into the examination room on condition that they submit them to the examiner before the commencement of the examination for scrutiny and approval. The tables must not contain any manuscript notes. Subject to the examiner's approval, no restriction shall be placed on the use of any tables.

29. Use of instruments.

- All instruments necessary for use in the examinations shall be supplied at the examination centre, but candidates may be allowed to use their own dividers, compasses and parallel rulers, if they desire to do so.

30. Unauthorised books and papers strictly forbidden.

(1)Candidates shall be prohibited from bringing into the examination room books or papers of any kind whatsoever, other than mathematical tables.(2)A candidate who infringes the provisions of sub-rule (1) shall be regarded as having failed to pass the examination and he shall not be allowed to present himself for re-examination for a period of three months.(3)A candidate who uses his own mathematical tables or instruments without first obtaining the permission of the examiner shall be subjected to a like penalty.

31. Injury to books, instruments, etc.

- If a candidate defences, blots, writes in or otherwise injures any book or form or damages any instrument belonging to the Central Government his service papers (i.e., certificates, testimonials, etc.) shall be retained until he has replaced the damaged book, document or instrument. He shall not be allowed to remove the damaged book or document or instrument and may be regarded as having failed to pass the examination.

32. Leaving room or building.

- No candidate shall leave the examination room without the permission of the examiner and without giving up the paper on which he is engaged to the examiner. Under no circumstances shall a candidate be allowed to leave the building while the examination is proceeding. A candidate who breaks this rule shall be regarded as having failed in the examination.

33. Silence.

- Silence is to be preserved in the examination room.

34. All work to be shown.

(1)No candidate shall be allowed to work out his problems on waste paper or to write on the blotting paper supplied for his use in the examination. A candidate who breaks this rule shall be regarded as having failed in the examination.(2)A sheet of blotting paper shall be issued to the candidate with the first examination paper and it shall be returned to the examiner when the last paper is completed each day.

35. Penalty for unfair means.

(1)Any candidate who is found referring to any unauthorised book or paper, or copying from another candidate or affording any assistance or giving any information to any other candidate or accepting assistance or information from another candidate or communicating in any way with another candidate during the time of examination or copying any part of the problems for the purpose of taking them out of the examination room, shall be regarded as having failed to pass the

examination and shall not be allowed to be examined for a period of six months.(2)A candidate who is guilty of a second offence of the nature referred to in sub-rule (1) shall not be allowed to present himself for re-examination until the expiry of 12 months from the date of the previous examination.

36. Candidate may use own methods.

- Candidates may be allowed to work out the various problems according to any method to which they have been accustomed, provided such method is correct in principle.

37. Degree of precision required.

(1)When making calculations for obtaining a ship's position, candidates shall be expected to work correct to one minute of arc.(2)In calculations of compass errors, bearings and courses, the answers shall be worked correct to within 0.5 of a degree.

38. Sextant.

- Particular attention shall be paid to the sextant, the examination in which shall be conducted both orally and practically. Every candidate shall be required to measure both vertical and horizontal angles, and shall be examined as to his practical knowledge of the adjustment and the use of the various screws; he shall be able to read correctly on and off the arc, and shall also be able to find the index error by the horizon.

39. Rule of the Road.

- In the examination of the Rule of the Road, the candidate's knowledge of the sense and intention of the Rules for the Prevention of Collisions at Sea shall be tested. Mere ability to repeat the Rules word for word shall not suffice to ensure the candidate's passing nor the lack of it necessarily may entail failure, provided the examiner is satisfied that the candidate has been able to grasp the full significance, content and practical application of the Rules. Candidates shall be asked for the contents of the Rules not by their number but by the subject with which they deal; the use by candidates of verses as aids to memorising the Rules shall be discouraged.

Chapter IV

Miscellaneous

40. Fraud and misrepresentation Prosecution.

- Any person who makes, or causes to be made, or aids in making, any false representation for the purpose of obtaining for himself or for any other person any certificate of competency under these rules shall be liable to be proceeded against in a criminal court.

41. Bribery.

- Any candidate who offers or attempts to offer any gratification to any officer of the Directorate-General or the Mercantile Marine Department for the purpose of being shown any favour in the examination shall not be allowed to take the examination; nor shall he be allowed to be examined again until a period of at least twelve months has elapsed from the date of the rejection of his candidature.

42. Punishment for misconduct.

- A candidate who has been found guilty by the examiner of any misconduct in relation to an examination (including insolence to any examiner or disorderly or improper conduct in or about the room where the examination is held) or of a breach of any of these rules, may be punished in one or more of the following ways: (a) where the examination has not commenced or is not completed, the candidate may not be permitted to appear in the examination or, as the case may be, to take further part therein; (b) where the result of the examination has been declared, the result of the candidate may be amended; (c) where the candidate has been declared successful in the examination but has not been granted the necessary certificate, the certificate may be withheld, for such period as the Director-General may direct; (d) the candidate may be debarred from appearing in any examination under these rules for such period as the Director-General may direct. [Appendix A [Substituted by G.S.R. 731, dated 10th May, 1976.]] (See rule 4) List of places and dates on which examinations for grant of certificate of competency for skipper and second hand of fishing vessel and sight tests shall be held.

| Port | Examination | Place | Date |
|----------|--|-------------------------------|--|
| | Grant of certificate of competency for skipper and second hand of fishing vessel. Sight tests. | Mercantile Marine Department. | The examination generally commences on the first Monday in each month. The exact date can be ascertained on application from the Mercantile Marine Department. |
| Bombay | -----do----- | -----do----- | -----do----- |
| Calcutta | -----do----- | -----do----- | -----do----- |
| Madras | -----do----- | -----do----- | -----do----- |

Note :- Sight tests may be held at any time during office hours by arrangement with the principal officer. Mercantile Marine Department. [Appendix B (Rule 6) Syllabus For Examinations

1. Certificate of competency as second hand.

(i) Written examination in Navigation. - Candidates will be required----- (a) to be able to take a bearing by compass; to use a chart or plan and know the meaning of all the marks, signs and abbreviations thereon; to find the compass course (or courses) and distance (or distances) between two points on the chart; and to find ship's position by cross bearing of two objects; to find the ship's

position from two bearing of the same object, the course and distance run between taking the bearings being given, making due allowance for a given tide or current, and to find the distance of the ship from any given position at the time of taking the second bearing. To find on a chart or plan the course to steer by compass in order to counteract the effect of a given tide or current and find the distance the ship will make good towards a given point in a given time.(b)to find the latitude by meridian altitude of the sun.(ii)Oral examination in Navigation and Seamanship. - Candidates must understand and give satisfactory answers on the following subjects:(a)The use and adjustments of the sextant. Candidates should be able to observe with it, read on and off the arc, and find the index error by the horizon.(b)The improvising and use of a sea anchor.(c)The marking and use of the lead line.(d)Rigging and masting of fishing vessels(e)Accidents and how to deal with them.(f)Taking in and setting fore and aft sail.(g)Man overboard and necessary action.(h)Management of vessel's boat in heavy weather.(i)The Rule of the Road as regards both steamers and sailing vessels, their regulation, lights and fog and sound signals. (Candidates must have a good knowledge of all the Rules of the International Regulations for Preventing Collision at Sea, 1948) (See Annexure I).(j)The signals of distress and the signal's to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals (See Annexures I and II).(k)The use and management of the rocket apparatus in the event of the vessel being stranded.(l)Uniform system of buoyage and wreck marking system.(m)Local sea marks, lights, etc.(n)Candidates shall have a good knowledge of any general notices contained in the current Edition of Notices to Mariners issued by the Chief Hydrographer, Dehra Dun. They may be asked such questions on these notices and on the duties of a second hand as the examiner may think necessary.(o)Storm signals on the Indian coast.(p)Life saving appliances and fire appliances required to be carried in fishing vessels, care and maintenance of life-boats and their equipment buoyant apparatus. lifebuoys, life jackets, line throwing appliances and fire appliances.(iii)Examination in signalling. - Candidates must have a good knowledge of the morse and semaphore alphabets and be able to signal slowly by both methods. They shall be required to attain the speed of 6 words a minute in semaphore and 4 words a minute in morse flashing. (See Annexure III).Candidates must be able to recognise the flags of the International Code and know the meaning of the following single flag urgent and important signals :-A.D.F.K.L.O.R.U.V.

2. Certificate of competency as skipper.

(i)Written examination in Navigation. - In addition to the subjects included in the syllabus for the examination for grant of a certificate of competency as a second hand, candidates shall be required-----(a)(i)to understand what is meant by variation and deviation and local attraction of the compass; to find the deviation by bearing of two objects when in transit;(ii)to find on a chart or plan the course to steer by compass in order to counteract the effect of a given tide or current and find the distance the ship will make good towards a given point in a given time;(b)(i)to work a day's work in its simplest form;(ii)to find the deviation of the compass by amplitude and time azimuth of the Sun. (Use of tables only will be required);(iii)to find the longitude by chronometer and by an altitude of the Sun.(ii)Oral examination in Navigation and Seamanship. - In addition to the subjects contained in the syllabus for the examination for the grant of certificate of competency for second hand, candidates must understand and give, satisfactory answers on the following subjects :(a)The use of the pelorus. Candidates should be able to find the magnetic bearing of a distant object and

from it to find the deviation on any point of the compass. (The mean of two bearings only will be required). (b) The use and reading of the aneroid barometer. (c) Getting under way. (d) Tending a vessel at anchor; mooring and unmooring. (e) How to keep a ship head to sea in heavy weather, or if dismasted or with engines broken down. (f) Action to be taken if vessel is springing a leak. (g) The rigging and use of a jury rudder. (h) How to get a cast of the deep sea lead in heavy weather. (i) Elementary knowledge of the law of storms and tracks and season of cyclones in the Indian Ocean and Bay of Bengal. (j) What is required by the Merchant Shipping Act, 1958, to be done in cases of death, injury or ill-treatment or of punishment inflicted on board or in case of casualty to a vessel; as to agreement and apprentices indentures; as to accounts, wages; and as to certificates of discharge. (k) Practical application of principles of echo sounding in detecting fishing grounds. (l) Any other practical questions relating to the duties of a skipper of a fishing vessel which the examiner may think necessary. (iii) Examination in signalling. - In addition to the requirements for second hand, a knowledge of the International Code of signals will also be tested - See para 1(iii) and Annexure III. (Appendix B) Annexure I (See Rule 6) [International Regulations For Preventing Collisions At Sea, 1948] [See now the Merchant Shipping (Prevention of Collisions at Sea) Regulations 1975, published in the Gazette of India, 1975, Part II, Section 3(i), page 1835.]

Part A – . - Preliminary and Definitions

Rule 1(a) These Rules shall be followed by all vessels and seaplanes upon the high seas and in all waters connected therewith navigable by seagoing vessels, except as provided in Rule 30. Where, as a result of their special construction. It is not possible for seaplanes to comply fully with the provisions of Rules specifying the carrying of lights and shapes, these provisions shall be followed as closely as circumstances permit. (b) The Rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the prescribed lights or impair their visibility or distinctive character, or interfere with the keeping of a proper lookout. (c) In the following Rule, except where the context otherwise requires :- (i) the word "vessel" includes every description of water craft, other than a seaplane on the water, used or capable of being used as a means of transportation on water; (ii) the word "seaplane" includes a flying boat and any other aircraft designed to manoeuvre on the water; (iii) the term "power-driven vessel" means any vessel propelled by machinery; (iv) every power-driven vessel which is under sail and not under power is to be considered a sailing vessel, and every vessel under power, whether under sail or not, is to be considered a power-driven vessel; (v) a vessel or seaplane on the water is "under way" when she is not at anchor, or made fast to the shore, or aground; (vi) the term "height above the hull" means height above the uppermost continuous deck; (vii) the length the breadth of a vessel shall be deemed to be the length and breadth appearing in her certificate of registry; (viii) the length and span of a seaplane shall be its maximum length and span as shown in its certificate of airworthiness, or as determined by measurement in the absence of such certificate; (ix) the word "visible", when applied to lights, means-visible on a dark night with a clear atmosphere; (x) the term "short blast" means a blast of about one second's duration; (xi) the term "prolonged blast" means a blast of from four to six second's duration. (xii) the word "whistle" means whistle or siren; (xiii) the word "tons" means gross tons.

Part B

Lights And Shapes Rule 2(a) A power-driven vessel when under way shall carry : (i) On or in front of the foremast, or if a vessel without a foremast then in the forepart the vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass (22½ degrees), so fixed as to show the light 10 points (1½ degrees) on each side of the vessel, that is, from right ahead to 2 points (22½ degrees) abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles. (ii) Either forward of or abaft the white light mentioned in sub-section (i) a second white light similar in construction and character to that light. Vessels of less than 150 feet in length, and vessels engaged in towing, shall not be required to carry this second white light but may do so. (iii) These two white lights shall be so placed in a line with and over the keel that one shall be at least 15 feet higher than the other and in such a position that the lower light shall be forward of the upper one. The horizontal distance between the two white lights shall be at least three times the vertical distance. The lower of these two white lights or, if only one is carried, then that light, shall be placed at a height above the hull of not less 20 feet, and, if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, so, however, that the light need not be placed at a greater height above the hull than 40 feet. In all circumstances the lights, as the case maybe, shall be so placed as to be clear of and above all other lights and obstructing superstructures. (iv) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112½ degrees), so fixed as to show the light from right ahead to 2 points (22½ degrees) abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles. (v) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112½ degrees), so fixed as to show the light from right ahead to 2 points (22½ degrees) abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles. (vi) The said green and red sidelights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bows. (b) A seaplane under way on the water shall carry : --- (i) In the forepart amidships where it can best be seen a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 220 degrees of the compass, so fixed as to show the light 110 degrees on each side of the seaplane, namely, from right ahead to 20 degrees abaft the beam on either side. and of such a character as to be visible at a distance of at least 3 miles. (ii) On the right or starboard wing tip a green light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles. (iii) On the left or port wing tip a red light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles. Rule 3(a) A power-driven vessel when towing or pushing another vessel or seaplane shall, in addition to her sidelights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart, and when towing more than one vessel shall carry an additional bright white light 6 feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel or seaplane towed, exceeds 600 feet. Each of these lights shall be of the same construction and character and one of them shall be carried in the same position as the white light

mentioned in Rule 2 (a)(i), except the additional light, which shall be carried at a height at not less than 14 feet above the hull. In a vessel with a single mast, such lights may be carried on the mast.(b)The towing vessel shall also show either the stern light specified in Rule 10 or in lieu of that light a small white light abaft the funnel or after mast for the tow to steer by, but such light shall not be visible forward of the beam. The carriage of the white light specified in Rule 2 (a)(ii) is optional.(c)A seaplane, on the water, when towing one or more seaplanes or vessels, shall carry the lights prescribed in Rule 2 (b) (i), NO and (iii); and, in addition, she shall carry a second white light of the same construction and character as the white light mentioned in Rule 2(h) (i), and in a vertical line at least 6 feet above or below such light.Rule 4(a)A vessel which is not under command shall carry, where they can best be seen, and, if a power-driven vessel, in lieu of the lights required by Rule 2 (a) (i) and (ii) two red lights in a vertical line one over the other not less than 6 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter.(b)A seaplane on the water which is not under command may carry, where they can best be seen. two red lights in a vertical line, one over the other, not less than 3 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles, and may be day carry in a vertical line one over the other not less than 3 feet apart, where they can best be seen, two black balls or shapes, each not less than 2 feet in diameter.(c)A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations when from the nature of her work she is unable to get out of the way of approaching vessels, shall carry, in lieu of the lights specified in Rule 2 (a) (i) and (ii), three lights in a vertical line one over the other not less than 6 feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, three shapes each not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.(d)The vessels and seaplanes referred to in this Rule, when not making way through the water, shall not carrying the coloured sidelights, but when making way they shall carry them.(e)The lights and shapes required to be shown by this Rule are to be taken by other vessels and seaplanes as signals that the vessel or seaplane showing them is not under command and cannot therefore get out of the way.(f)These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Rule 31.Rule 5(a)A sailing vessel under way and any vessel or seaplane being towed shall carry the same lights as are prescribed by Rule 2 for a power-d riven vessel or a seaplane under way, respectively, with the exception of the white lights specified therein, which they shall never carry. They shall also carry stem lights as specified in Rule 10, provided that vessels towed, except the last vessel of a tow, may carry, in lieu of such stern light, a small white light as specified in Rule 3(b).(b)A vessel being pushed ahead shall carry, at the forward end, on the starboard side a green light and on the port side a red light, which shall have the same characteristics as the lights described in Rule 2(a) (iv) and (v) and shall be screened as provided in Rule 2(a) (vi), provided that any number of vessels pushed ahead in a group shall be lighted as one vessel.Rule 6(a)In small vessels, when it is not possible on account of bad weather or other sufficient cause to fix the green and red sidelights, these lights, shall be kept at hand lighted and ready for immediate use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to

prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than 2 points (22½ degrees) abaft the beam on their respective sides. (b) To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the lights they respectively contain, and shall be provided with proper screens.

Rule 7 Power-driven vessels of less than 40 tons, vessels under oars or sails of less than 20 tons and rowing boats, when under way shall not be required to carry the lights mentioned in Rule 2, but if they do not carry them they shall be provided with the following lights: (a) Power-driven vessels of less than 40 tons, except as provided in section (b), shall carry----- (i) In the forepart of the vessel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a bright white light constructed and fixed as prescribed in Rule 2 (a) (i) and of such a character as to be visible at a distance of at least 3 miles. (ii) Green and red sidelights constructed and fixed as prescribed in Rule 2 (a) (iv) and (v), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 points (22½ degrees) abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light. (b) Small power-driven boats, such as are carried by seagoing vessels, may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the sidelights or the combined lantern mentioned in sub-section (a) (ii). (c) Vessels of less than 20 tons, under oars or sails except as provided in section (d) shall if they do not carry the sidelights, carry where it can best be seen a lantern showing a green light on one side and a red light on the other, of such a character as to be visible at a distance of at least 1 mile, and so fixed that the green light shall not be seen on the port side, nor the red light on the starboard side. Where it is not possible to fix this light, it shall be kept ready for immediate use and shall be exhibited in sufficient time to prevent collision and so that the green light shall not be seen on the port side nor the red light on the starboard side. (d) Small rowing boats, whether under oars or sail, shall only be required to have ready at hand an electric torch or a lighted lantern showing a white light, which shall be exhibited in sufficient time to prevent collision. (e) The vessels and boats referred to in this Rule shall not be required to carry the lights or shapes prescribed in Rules 4(a) and 11(e).

Rule 8(a)(i) Sailing pilot-vessels, when engaged on their station on pilotage duty and not at anchor, shall not show the lights prescribed for other vessels but shall carry a white light at the masthead visible all round the horizon at a distance of at least 3 miles, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed 10 minutes. (ii) On the near approach of or to other vessels they shall have their side-lights lighted ready for use and shall flash or show them at short intervals to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side. (iii) A sailing pilot-vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead and may, instead of the sidelights above mentioned, have at hand ready for use a lantern with a green glass on the one side and a red glass on the other to be used as prescribed above. (b) A power-driven pilot-vessel when engaged on her station on pilotage duty and not at anchor shall, in addition to the lights and flares required for sailing pilot-vessels, carry at a distance of 8 feet below her white masthead light a red light visible all round the horizon at a distance of at least 3 miles, and also the sidelights required to be carried by vessels when under way. A bright intermittent all round white light may be used in place of a flare. (c) All pilot-vessels, when engaged on their stations on pilotage duty and at anchor, shall carry the lights and show the flares prescribed in sections (a) and (b), except that the sidelights

shall not be shown. They shall also carry the anchor light or lights prescribed in Rule 11.(d)All pilot-vessels, whether at anchor or not at anchor, shall, when not engaged on their stations on pilotage duty, carry the same lights, as other vessels of their class and tonnage.Rule 9(a)Fishing vessels when not fishing shall show the lights or shapes prescribed for similar vessels of their tonnage. When fishing they shall show only the lights or shapes prescribed by this Rule, which lights or shapes except as otherwise provided, shall be visible at a distance of at least 2 miles.(b)Vessels fishing with trolling (towing) lines, shall show only the lights prescribed for a power-driven or sailing vessel under way as may be appropriate.(c)Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel not more than 500 feet horizontally into the seaway shall show, where it can best be seen, one all round white light and in addition. on approaching or being approached by another vessel, shall show a second white light at least 6 feet below the first light and at a horizontal distance of at least 10 feet away from it (6 feet in small open boats) in the direction in which the outlaying gear is attached. By day such vessels shall indicate their occupation by displaying a basket where it can best be seen; and if they have their gear out while at anchor, they shall on the approach of other vessels, show the same signal in the direction from the anchor ball towards the net or gear.(d)Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessels more than 500 feet horizontally into the seaway shall show, where they can best be seen, three white lights at least 3 feet apart in a vertical triangle visible all round the horizon. When making way through the water, such vessels shall show the proper coloured sidelights, but when not making way they shall not show them. By day they shall show a basket in the forepart of the vessel as near the stem as possible not less than 10 feet above the rail; and, in addition, where it can best be seen, one black conical shape, apex upwards. if they have their gear out while at anchor, they shall, on the approach of other vessels, show the same signal in the direction from the anchor ball towards the net or gear.(e)Vessels when engaged in trawling, by which is meant the dragging of a dredge net or other apparatus along or near the bottom of the sea, and not at anchor :(i)If power-driven vessels, shall carry in the same position as the white light mentioned in Rule 2(a)(i) a tri-coloured lantern, so constructed and fixed as to show a white light from right ahead to 2 points ($22\frac{1}{2}$ degrees) on each bow, and a green light and a red light over an arc of the horizon from 2 points ($22\frac{1}{2}$ degrees) on each bow to 2 points ($22\frac{1}{2}$ degrees) abaft the beam on the starboard and port sides, respectively; and not less than 6 nor more than 12 feet below the tri-coloured lantern a white light in a lantern, so constructed as to show a clear, uniform and unbroken light all round the horizon. They shall also show the stern light specified in Rule 10 (a).(ii)if sailing vessels shall carry a white light in a lantern so constructed as to show a clear, uniform, and unbroken light all round the horizon, and shall also, on the approach of or to other vessels show, where it can best be seen, a white flare-up light in sufficient time to prevent collision.(iii)By day, each of the foregoing vessels shall show, where it can best be seen, a basket.(f)In addition to the lights which they are by this Rule required to show vessels fishing may, if necessary in order to attract attention of approaching vessels, show a flare-up light. They may also use working lights.(g)Every vessel fishing when at anchor, shall show the lights or shape specified in Rule 11(a), (b) or (c); and shall, on the approach of another vessel or vessels, show an additional white light at least 6 feet below the forward anchor light and at a horizontal distance of at least 10 feet away from it in the direction of the outlaying gear.(h)If a vessel when fishing becomes fast by her gear to a rock or other obstruction she shall in daytime haul down the basket required by section (c), (d) or (e) and show the signal specified in Rule 11(c). By night she shall show the light or lights specified in Rules 11(a) or b. In fog, mist falling snow heavy rainstorms

or any other condition similarly restricting visibility, whether by day or by night, she shall sound the signal prescribed by Rule 15(c)(v), which signal shall also be used, on the near approach of another vessel, in good visibility. Note. - For fog signals for fishing vessels, see Rule 15(c) (ix). Rule 10(a) A vessel when under way shall carry at her stem a white light, so constructed that it shall show an unbroken light over an arc of the horizon of 12 points of the compass (135 degrees), so fixed as to show the light 6 point ($67\frac{1}{2}$ degrees) from right aft on each side of the vessel. and of such a character as to be visible at a distance of at least 2 miles. Such light shall be carried as nearly as practicable on the same level as the sidelights. Note. - For vessels engaged in towing or being towed see Rules 3 (b) and 5(b) In a small vessel, if it is not possible on account of bad weather other sufficient cause for this light to be fixed, an electric torch or a lighted lantern shall be kept at hand ready for use and shall, on the approach of an overtaking vessel, be shown in sufficient time to prevent collision. (c) A seaplane on the water when under way shall carry on her tail a white light, so constructed as to show an unbroken light over an arc of the horizon of 140 degrees of the compass so fixed as to show the light 70 degrees from right aft on each side of the seaplane, and of such a character as to be visible at a distance of at least 2 miles. Rule 11(a) A vessel under 150 feet in length, when at anchor, shall carry in the forepart of the vessel, where it can best be seen, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least 2 miles. (b) A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forepart of the vessel, at a height of not less than 20 feet above the hull, one such light, and at or near the stern of the vessel and at such height that it shall be not less than 15 feet lower than forward light, another such light. Both of these lights shall be visible all round the horizon at a distance of at least 3 miles. (c) Between sunrise and sunset every vessel when at anchor shall carry in the forepart of the vessel, where it can best be seen, one black ball not less than 2 feet in diameter. (d) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations, when at anchor, shall carry the lights or shapes prescribed in Rule 4 (c) in addition to those prescribed in the appropriate preceding sections of this Rule. (e) A vessel aground shall carry by night the light or lights prescribed in sections (a) or (b) and the two red lights prescribed in Rule 4 (a). By day she shall carry, where they can best be seen, three black balls, each not less than 2 feet in diameter, placed in a vertical line one over the other, not less than 6 feet apart. (f) seaplane on the water under 150 feet in length, when at anchor, shall carry, where it can best be seen, a white light visible all round the horizon at a distance of at least 2 miles. (g) A seaplane on the water 150 feet or upwards in length when at anchor, shall carry, where they can best be seen, a white light forward and a white light aft, both lights visible all round the horizon at a distance of at least 3 miles; and in addition, if the seaplane is more than 150 feet in span, a white light on each side to indicate the maximum span, and visible, so far as practicable, all round the horizon at a distance of 1 mile. (h) A seaplane aground shall carry an anchor light or lights as prescribed in section (f) and (g), and in addition, may carry two red lights in a vertical line, at least 3 feet apart, so placed as to be visible all round the horizon. Rule 12 Every vessel or seaplane on the water may if necessary in order to attract attention in addition to the lights which she is by these Rules required to carry, show a flare-up light or use a detonating or other efficient sound signal that cannot be mistaken for any signal authorised elsewhere under these Rules. Rule 13(a) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for ships of war, for vessels sailing under convoy, or for seaplanes on the water; or with the exhibition of recognition signals adopted by

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

Rule 14A vessel proceeding under sail, when also being propelled by machinery, shall carry in the daytime forward, where it can best be seen one black conical shape, point upwards, not less than 2 feet in diameter at its base.

Rule 15(a)A power-driven vessel shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog horn, to be sounded by mechanical means, and also with an efficient bell. A sailing vessel of 20 tons or upwards shall be provided with a similar fog-horn and bell.(b)All signals prescribed by this Rule for vessels under way shall be given:-(i)by power-driven vessels on the whistle;(ii)by sailing vessels on the fog-horn;(iii)by vessels towed on the whistle or fog-horn.(c)In fog, mist, falling snow, heavy rainstorms, or any other condition similarly restricting visibility, whether by day or night, the signals prescribed in this Rule shall be used as follows : (i)A power-driven vessel making way through the water, shall sound at intervals of not more than 2 minutes a prolonged blast.(ii)A power-driven vessel under way, but stopped and making no way through the water, shall sound at intervals of not more than 2 minutes two prolonged blasts, with an interval of about 1 second between them.(iii)A sailing vessel under way shall sound, at intervals of not more than 1 minute, when on the starboard tack one blast when on the port tack two blasts in succession and when with the wind abaft the beam three blasts in succession.(iv)A vessel when at anchor shall at intervals of not more than 1 minute ring the bell rapidly for about 5 seconds. In vessels of more than 350 feet in length the bell shall be sounded in the forepart of the vessel and in addition there shall be sounded in the after part of the vessel, at intervals of not more than 1 minute for about 5 seconds, a gong or other instrument, the tone and sounding of which cannot be confused with that of the bell. Every vessel at anchor may, in addition, in accordance with Rule 12, sound three blasts in succession, namely, one short, one prolonged, and one short blast, to give warning of her position and of the possibility of collision to an approaching vessel.(v)A vessel when towing, a vessel engaged in laying or in picking up a submarine cable or navigation mark, and a vessel under way which is unable to get out of the way of an approaching vessel through being not under command or unable to manoeuvre as required by these Rules shall, instead of the signals prescribed in sub-sections (i), (ii) and NO sound, at intervals of not more than 1 minute, three blasts in succession, namely, one prolonged blast followed by two short blasts.(vi)A vessel towed, or, if more than one vessel is towed, only the last vessel of the tow; if manned, shall, at intervals of not more than 1 minute, sound four blasts in succession namely, one prolonged blast followed by three short blasts. When practicable, this signal shall be made immediately after the signal made by the towing vessel.(vii)A vessel aground shall give the signal prescribed in sub-section (iv) and shall, in addition, give three separate and distinct strokes on the bell immediately before and after each such signal.(viii)A vessel of less than 20 tons, a rowing boat, or a seaplane on the water, shall not be obliged to give the above-mentioned signals, but if she does not, she shall make some other efficient sound signal at intervals of not more than 1 minute.(ix)A vessel when fishing, if of 20 tons or

upwards, shall at intervals of not more than 1 minute sound a blast, such blast to be followed by ringing the bell; or she may sound in lieu of these signals, a blast consisting of a series of several alternate notes of higher and lower pitch. Rule 16 Speed to be moderate in fog, etc. (a) Every vessel, or seaplane when taxiing on the water, shall, in fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, go at a moderate speed, having careful regard to the existing circumstances and conditions. (b) A power-driven vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

Part C – Steering and sailing rules

Preliminary

- 1. In obeying and construing these Rules, any action taken should be positive in ample time, and with due regard to the observance of good seamanship.**
- 2. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.**
- 3. Mariners should bear in mind that seaplanes in the act of landing or taking off, or operating under adverse weather conditions, may be unable to change their intended action at the last moment.**

Rule 17 When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows : (a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled. (b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack. (c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other. (d) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward. (e) A vessel which has the wind aft shall keep out of the way of the other vessel. Rule 18 (a) When two power-driven vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. This Rule only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other. The only cases to which it does apply are when each of two vessels is end on, or nearly end on, to the other; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and by night to cases in which each vessel is in such a position as to see both the sidelights of the other. It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course, or by night, to cases

where the red light of one vessel is opposed to the red light of the other or where the green light of one vessel is opposed to the green light of the other or where a red light without a green light or a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead. (b) For the purposes of this Rule and Rules 19 to 29 inclusive except Rule 20 (b), a seaplane on the water shall be deemed to be a vessel, and the expression "power-driven vessel" shall be construed accordingly.

Rule 19 When two power-driven vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

Rule 20(a) When a power-driven vessel and a sailing vessel are proceeding in such directions as to involve risk of collision except as provided in Rules 24 and 26, the power-driven vessel shall keep out of the way of the sailing vessel. (b) A seaplane on the water shall, in general keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with these Rules.

Rule 21 Whereby any of these Rules one of two vessels is to keep out of the way, the other shall keep her course and speed. When from any cause, the latter vessel finds herself so close that collision cannot be avoided by the action of the giving way vessel alone, she also shall take such action as will best aid to avert collision (see Rules 27 and 29).

Rule 22 Every vessel which is directed by these Rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Rule 23 Every power-driven vessel which is directed by these Rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

Rule 24(a) Notwithstanding anything contained in these Rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel. (b) Every vessel coming up with another vessel from any direction more than 2 points ($22\frac{1}{2}$ degrees) abaft her beam, i.e., in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these Rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear. (c) If the overtaking vessel cannot determine with certainty whether she is forward of or abaft this direction from the other vessel, she shall assume that she is an overtaking vessel and keep out of the way.

Rule 25(a) In a narrow channel every power-driven vessel when proceeding along the course of the channel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel. (b) Whenever a power-driven vessel is nearing a bend in a channel where a power-driven vessel approaching from the other direction cannot be seen, such vessel, when she shall have arrived within one-half mile of the bend, shall give a signal by one prolonged blast on her whistle, which signal shall be answered by a similar blast given by any approaching power-driven vessel that may be within hearing around the bend. Regardless of whether an approaching vessel on the farther side of the bend is heard, such bend shall be rounded with alertness and caution.

Rule 26 All vessels not engaged in fishing shall, when under way, keep out of the way of any vessels fishing with nets or lines or trawls. This Rule shall not give to any vessel engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels.

Rule 27 In obeying and construing these Rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances, including the limitations of the craft involved, which may render a departure from the above Rules necessary in order to avoid immediate danger.

Part-D Miscellaneous

Rule 28(a) When vessels are in sight of one another, a power-driven vessel under way, in taking any course authorised or required by these Rules, shall indicate that course by the

following signals on her whistle, namely :--One short blast to mean "I am altering my course to starboard".Two short blast to mean "I am altering my course to port".Three short blasts to mean "My engines are going astern".(b)Whenever a power-driven vessel which under these Rules, is to keep her course and speed, is in sight of another vessel and is in doubt whether sufficient action is being taken by the other vessel to avert collision, she may indicate such doubt by giving at least five short and rapid blasts on the whistle. The giving of such a signal shall not relieve a vessel of her obligations under Rules 27 and 29 or any other Rule, or of her duty to indicate any action taken under these Rules by giving the appropriate sound signals laid down in this Rule.(c)Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to the use of additional whistle signals between ships of war or vessels sailing under convoy.Rule 29Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen. or by the special circumstances of the case.Rule 30Reservation of Rules for Harbours and Inland NavigationNothing in these Rules shall interfere with the operation of a special rule duly made by local authority relative to the navigation of any harbour, river, lake, or inland water, including a reserved seaplane area.Rule 31Distress SignalsWhen a vessel or seaplane on the water is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, namely : (a)A gun or other explosive signal fired at intervals of about a minute.(b)A continuous sounding with any fog-signal apparatus.(c)Rockets or shells, throwing red stars fired one at a time at short intervals.(d)A signal made by radiotelegraphy or by any other signalling methodconsisting of the group in the Morse Code.(e)A signal sent by radiotelephony consisting of the spoken word"Mayday".(f)The International Code Signal of distress indicated by N.C.(g)A signal consisting of a square flag having above or below it a ball oranything resembling a ball.(h)Flames on the vessel (as from a burning tar barrel, oil barrel, etc.).(i)A rocket parachute flare showing a red light.The use of any of the above signals, except for the purpose of indicating that a vessel or a seaplane is in distress, and the use of any signals which may be confused with any of the above signals, is prohibited.Note. - -A radio signal has been provided for use by vessels in distress for the purpose of actuating the auto-alarms of other vessels and thus securing attention to distress calls or messages. The signal consists of a series of twelve dashes, sent in 1 minute, the duration of each dash being 4 seconds. and the duration of the interval between two consecutive dashes 1 second.Rule 32All orders to helmsmen shall be given in the following sense: right rudder or starboard to mean "put the vessel's rudder to starboard"; left rudder or port to mean "put the vessel's rudder to port".(Appendix B)Annexure II(See rule 6)Pilot SignalsThe following signals, when used or displayed together or separately, shall be deemed to be signals for a pilot :IN THE DAY TIME

1. The International Code Signal G signifying "I require a pilot".

2. The International Code Signal PT signifying "I require a pilot".

3. The Pilot Jack hoisted at the force.

AT NIGHT

1. The pyrotechnic light, commonly known as a blue light, every fifteen minutes.

2. A bright white light, flashed or shown at short or frequent intervals just above the bulwarks for about a minute at a time.

3. The International Code Signal PT by flashing.

(Appendix B)Annexure III(See rule 6)Examination In SignallingThe examination in signalling shall consist of an examination in the International Code Vol. I (Visual) including morse flashing and semaphore.International Code. - The examination in the International Code shall be framed upon the instruction and illustrations given at the commencement of Vol. I, the information given there being sufficient to indicate all the characteristics of the Code.For the second hand's examination, candidates must be able to recognise all the flags of the Code and know the meaning of the following single flag urgent and important signals-A.D.F.K.L.O.R.U.V.For the skipper's examination, candidates shall' be able (a) to read a signal at sight, so far as to name the flags composing the hoists, (6) know the use of the Code pennant, numeral and substitute pennants, the meaning of all the single letter signals and the flags used to indicate the quarantine signals (Appendix C of Vol. I). (c) be required to signal some word or words not included in the vocabulary of the Code. (d) know the special morse signals indicated by certain letters as given on page 36 (Vol. I). (e) have a good knowledge of the distress signals and understand the penalty which maybe incurred by their improper use.Morse Flashing and Semaphore. - For the second hand's and skipper's examination, candidates must have a good knowledge of the morse and semaphore alphabets, and be able to attain a speed of 4 words a minute in morse flashing and of 6 words a minute in semaphore; the average length of a word is taken as 5 letters.The morse flashing test shall consist of a test card and a spelling message of 10 words. In addition to reading the test card and message, the candidate shall be required to make a test message followed by a spelling message of 10 words. Marks shall be allotted in the morse flashing examination for the test card message in the proportion of 2/3 of a mark for each correct letter or figure and for the spelling message 5 marks for each correct word or group of figures.The semaphore test shall consist of spelling messages of 25 words to be read and made by the candidate. Four marks shall be allotted for each correct word.The candidate must attain a degree of accuracy of at least 90 percent. both in making and reading in each method, i.e., morse flashing end semaphore.The spelling message shall be left to the discretion of the examiner and may be a passage from any book or newspaper in English.The message as read by the candidate shall be taken down by another candidate, clerk, or other person according to the directions of the examiner.Candidates shall be thoroughly tested in the various signs and procedure of calling up, sending and answering a signal.Particular attention shall be paid by the examiner to the accurate spacing of morse signs, and to the intervals between letters and words in flashing and also to the correct making of the semaphore signs. Any attempted increase of speed at the expense of accuracy

shall be discouraged. Note. - Candidates for certificates of competency can obtain instruction in signalling at the Nautical and Engineering College, Bombay. (Appendix C) (Rule 6) The following are specimen sets of examination papers for the grant of certificates of competency as skipper and second hand of a fishing vessel. Specimen Set Of Examination Papers For Skipper's Certificate Of Competency Chart Work First Paper (3 hours) Chart No. 43-Gulf of Kutch Variation- Nil. Deviation Card No. 17. Speed throughout 9 Knots.

1. With West Point Light House bearing 322° (T). A cast of the lead gave 4 fathoms of water s.sh. Find the position of the vessels. From this position find the compass course to steer to a position with Rozi Temple and Kalvan beacon in transit and Pirotan Island Light House Bearing 232° (T) allowing for a flood tide setting in the direction and at the rate as shown on the chart.

2. From an anchorage; anchor bearings were taken with ship's head 044° (C), as follows. Pirotan Light House bearing 235° (C), and Rozi Temple bearing 199° (C). Find the ship's position.

Give the nature of the bottom and the sounding at this position. From this position find the compass course to steer to pass Karumbhar Light House 5 miles off when abeam.

3. While heading 250° (T) Karumbhar Light House was 2 point on the port bow and 50 minutes later the light was 4 point on the port, bow. Find the distance off at the time of the second bearing.

4. Karumbhar Light House bore 163° (T) and at the same time Chanka Reef Light House bore 266° (T) from this position find the compass course to steer to an anchorage on the 5 fathoms line with Rawal Pir and Nurinomar Hill in transit allowing for an ebb tide setting 270° (T) at 4 kts.

Practical Navigation Second Paper (3 hours)

1. February 17th, 1958, in Lat. $6^{\circ}30'N$, long, $82^{\circ}30'E$., the sun set bearing 260° (C) var. $5^{\circ}W$. Find the true amplitude, compass error and deviation.

2. October 25th, 1958, in Long. $71^{\circ}15'E$, the observed Mer. alt. of the sun's L.L. was $59^{\circ}54'$ bearing 180° (T). Index error $2'.5$ on the arc. Ht. of eye 30 feet.

Find the Latitude.

3. March 1st, 1958, in the forenoon when in Lat. $19^{\circ}40'N$. and D.R. Long. $70^{\circ}58'E$, the observed alt of the sun's L.L. $50^{\circ}30'$. Time by chronometer correct for G.M.T. was 5th. 22m. 12s. Index error of Sextant Nil. Height of eye 25 feet. Find the Longitude.

4. A vessel in latitude $18^{\circ}00'N$. Longitude $72^{\circ}00'E$. at noon steers the following courses during the following 12 hours :

| Hours | Compass Courses | Knots | Winds | Leeway | Deviation | Remarks etc. |
|-------|-----------------|-------|--------|--------|--------------|------------------------------------|
| 1. | 019° | 7 | NE | Nil | $2^{\circ}E$ | |
| 2. | " | 7 | " | " | " | |
| 3. | " | 8 | " | " | " | |
| 4. | " | 8 | " | " | " | |
| 5. | 356° | 7 | " | " | $3^{\circ}E$ | |
| 6. | " | 7 | " | " | " | |
| 7. | " | 7 | " | " | " | |
| 8. | " | 7 | " | " | " | |
| 9. | 328° | 9 | W.N.E. | " | $1^{\circ}W$ | Variation $1^{\circ}W$ through cut |
| 10. | " | 10 | " | " | " | |
| 11. | " | 10 | " | " | " | |
| 12. | " | 10 | " | " | " | |

Fund the course and distance made good from noon position to midnight and the vessel's position at midnight. Specimen Set Of Examination Papers For Second Hand's Certificate Of Competency Chart Work First Paper (2 hours) Chart No. 43-Gulf of Kutch. Variation- Nil. Deviation Card No. 18. Speed throughout 10 Knots.

1. Heading $005^{\circ}(C)$ in hazy weather, Dwarka Point Light House was sighted bearing $125^{\circ}(C)$ and a sounding taken at the same time showed 18 fathoms s. sh. Find the ship's position.

2. While heading $005^{\circ}(C)$ conspicuous chimney was observed to be abeam and at the same time Dwarka Point Light House bore $149^{\circ}(C)$. From the position find the true course to steer to a position in Lat. $22^{\circ}45\frac{1}{2}'N$. Long. $68^{\circ}32'E$. making allowance for flood tide setting $073^{\circ}(T)$ at 3 Kts. Also find the approximate time required to reach the second position.

3. From position in Lat. 22°45'N., find the compass courses to steer to an anchorage in Kutch Mandvi in 6 fathoms of water with Ma Tamasha Tomb and Nunnomar Hill in transit altering course when Asar Tomb bears 019°(T) and Kutch Mandvi Lt. Ho. bears 063°(T.)

NavigationSecond Paper (1 hour)

1. March 5th. 1958, in Long. 72°00'E, the observed meridian altitude of the sun's Lower Limb was 64°53', bearing south of the observer. Index error 3' off the arc. Height of eye-25 feet. Find the latitude.

(Appendix D)[Rule 10 (1)]Application To Be Examinedfor aCertificate Of Competency As Master Or Mate Or Skipper Or Second Hand Of A Fishing VesselRotation No.Before filling in the required particulars the candidate should read carefully the Notice and the declaration in Division I overleaf.A. - Name, etc., of Candidate

| ChristianName as full length | Surname | Nationality | Permanentaddress, stating town, street and No. of house, and name ofperson (if any) with whom residing | | | | |
|------------------------------|---------|-------------|--|--|--|--|--|
| 1 | 2 | 3 | 4 | | | | |
| | | | | | | | |

| Dateof Birth | Placeof Birth | | | | |
|--------------|---------------|------|------|-------|--|
| Day | Month | Year | Town | State | |
| 5 | 6 | 7 | 8 | 9 | |
| | | | | | |

B. - Particulars of all previous Certificates (if any) whether issued in India, the United Kingdom, the British Possession, or else; where

| Number | "Competency""Service", "INR" including particulars of Radarobservercertificate | Grade | ForSteamships or other class of vessel | Whereissued | Dateof issued | If atany time suspended or cancelled, state by what Court of Authority | |
|--------|--|-------|--|-------------|---------------|--|-------|
| | | | | | | Date | Cause |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 18 |
| | (i)(ii)(iii) | | | | | | |

C. - Certificate now required (If the Candidate requires to be examined in one subject only he must state this in Column 18, e.g., First Mate, Oral)

| | | |
|-------|---|----------------------------------|
| Grade | For "Foreign going", "Home Trade" Mercantile Marine of fishing vessel | Office to which it is to be sent |
| 19 | 20 | 21 |

D. - If the candidate has previously been examined for the Certificate now required, or in the Sight Tests, he must here give particulars of the last occasion on which he was examined stating when, where and with what result. If he has not been examined for a Certificate or in the Sight Tests he must state so in writing across this Division. A candidate not possessing a Certificate of Competency who has at any time failed in the Sight Tests must here state when and where.

| | | | | |
|-------------|-------|------------|---------|--------------------------------------|
| Day | Month | Year | Port | Subject in which examined and result |
| Sight Tests | | Signalling | Written | Oral |
| 22 | 23 | 24 | 25 | 26 |
| | | | | 27 28 29 |

E. - Certificate of Principal Officer

| | |
|---|-----------------|
| The declaration (I) was signed in my presence, and the Fee of Rs. | received by me. |
| Dated this | Day of 19 |
| Signature of Principal Officer | District |

F. - Certificate of Examiner

| | |
|-------------|--|
| | Insert "Passed", "Failed" or "Not examined" in each column. In the |
| Date and | Lantern Test, |
| Place of | if the |
| Examination | candidate already holds a Certificate of Competency, state "Not examined". |

| | | | | | | | | | |
|------|-------|-------------|--------------|---------|------|------------|--|--|-----------------------------|
| | | | | | | | | If failed in Seamanship. state how much further Sea Service (if any) must be performed | Rank for which passed |
| Date | Place | Letter Test | Lantern Test | Written | Oral | Signalling | | | |

| | | Old | New | | | | | |
|----|----|-----|-----|----|----|----|----|----|
| 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 |

G. - Personal Description of Candidate

Height Colour Complexion Personalmarks or peculiarities, if any

Feet Inches Eyes Hair

39 40 41 42 43 44

G. - Personal Description of Candidate-Contd.I hereby certify that the particulars contained in Divisions F and G are correct, and that the Candidate has produced satisfactory testimonials and Proofs of Service.

Datedthis

dayof 19

Tothe Director General of Shipping.Bombay

Principalofficer, Mercantile
Marine DepartmentDistrict.

H.- Complete list of testimonials and full statement of servicefrom first going to sea or from date of present Certificate (Thetestimonials to be numbered consecutively according to thenumber given in column 45 below.)

N.B.- As a rule official Discharge Forms duly completed will beaccepted as proof of Foreign Trade Service, but Coasting TradeDischarges should always be sent to the Shipping Officeconcerned for verification.

| No.of testimonials if any | Particularsof ship | Particularsof Applicant's service | Lengthof Service | Remarks | Initialof verifier |
|---------------------------|--------------------|-----------------------------------|------------------|---------|--------------------|
|---------------------------|--------------------|-----------------------------------|------------------|---------|--------------------|

| | Ship'sName Rig. | Tonnage | Portof Registry and Official No. of Ship | Capacity | Dateof commencement | Dateof termination | years | months | days |
|----|--------------------|---------|--|----------|---------------------|--------------------|-------|--------|------|
| 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 |

Total Service at sea.Time served for which official proof is now produced.Time served for which no proof is produced.I. - Declaration To Be Made By CandidateTake Notice. - Any person who makes, procures to be made, or assists in making, any false representation for the purpose of obtaining for himself or any other person, a Certificate either of Competency or Service, is for each offence liable to be punished for cheating under Section 420 of the Indian Penal Code and also for knowingly giving false information to the public servant under Section182 of the Indian Penal Code.I do hereby declare that the particulars contained in Divisions A, B, C, D, and H of this form are correct and true to the of my knowledge and belief; and that the papers enumerated in Division H and send with this

form are true and genuine documents, given and signed by the persons whose names appear on them. I further, declare that the statement H contains a true and correct account of the whole of my services without exception. And I make this declaration conscientiously believing the same to be true. Dated at this day of 20..... Signed in the presence of the Principal Officer, Mercantile Marine Department District. Signature of Candidate. Present Address. Appendix E [Rule 12(2)] Sight Test Details as to the conduct of the tests. The purpose of these tests shall be to ensure that the candidate's eyesight is sufficiently good to enable him to pick up and identify correctly the lights of distant ships at sea. Experience has shown that for this purpose he must be able to reach certain minimum standards both of form and colour vision. The tests employed shall be two, (i) a letter test and (ii) lantern test, details of which are given below. The letter test shall be a test of form vision only, and the lantern test shall be a test of form and colour vision combined. The tests shall be conducted under the strict personal supervision of the examiner, who shall keep a record of all mistakes made by the candidate both in the letter test and in the lantern test. A candidate who holds a certificate of competency as master, mate or second hand shall not again be required to be examined in the lantern test. Spectacles not allowed. - During the examination in the sight tests candidates shall not be allowed to use spectacles, contact lenses, or glasses of any kind, or any other artificial aid to vision. They shall, however, have the option of using either eye separately or both eyes together. I. - Letter Test

1. The first test which the candidate shall be required to undergo is the letter test conducted on Snellen's principle by means of sheets of letters. Each sheet shall contain 7 lines, the 5th, 6th and 7th lines corresponding to standards 5/10, 5/7.5 and 5/5 respectively.

2. Standard of vision required. - Every candidate shall be required to read correctly five of the six letters in the sixth line and four of the seven letters in the seventh line, at a distance of 16 feet from the eye.

3. Method of testing. - Artificial illumination shall be used in preference to daylight owing to the impossibility of securing uniformity where the latter is used. Where suitable dark rooms are available, the test sheets shall be hung on a wall at a height of five or six feet from the floor, with two electric light bulbs each of 40 watts placed horizontally and suitably screened so that the light falls directly on two lines of letters on the sheet.

The test room shall be moderately illuminated and care shall be taken that there shall be no glaring lights or bright objects in the candidate's field of vision. Extreme contrast between the illuminated test card and the background shall be avoided. If a suitable dark room is not available the test sheets shall be hung on a wall at the required height in a good light, but not in direct sunlight. When the candidate has taken up the correct position, one of the sheets shall be exposed, and he shall be asked to read the letters on the sheet from left to right, beginning at the top and going downwards. If at the conclusion of the test the candidate is found to have reached the required standard he shall be

considered to have passed and shall then proceed to the lantern test unless he holds a certificate of competency.

4. Failure. - (a) If the candidate fails to reach the standard required on the first sheet, he shall be tested with at least four sheets and the following alternative be explained to him:

(i) He may break off the examination and present himself for re-examination in not less than three months in which case a certificate of failure shall be issued to him; or (ii) He may proceed to the lantern test. In this case a record of all mistakes made in the latter test and all mistakes, if any, made in the lantern test shall be forwarded to the Chief Examiner of masters and mates, who shall decide whether the candidate has passed or failed in form vision. (b) Failure to pass the letter test is due to some defect in form vision, which is sometimes curable. Whenever, therefore a candidate fails to pass this test he shall be advised to consult an ophthalmic surgeon with a view to ascertaining the nature of the defect in his form vision, and whether it is curable.

5. Care shall be taken by varying the order of the test sheets and by every other means to guard against the possibility of any deception on the part of the candidate.

II. - Lantern Test

6. Apparatus. - A special lantern and a mirror should be provided for this test. The test shall be conducted in a room so darkened as to exclude all daylight. The lantern shall be placed directly in front of the mirror, so that the front part of the lantern shall be exactly ten feet from the mirror, and in such position that the lights reflected in the mirror shall show clearly when viewed by the candidate on the left of the lantern.

7. Darkness adaptation. - If a candidate makes mistakes at the beginning of the lantern test he shall be kept in a completely or partially darkened room for at least a quarter of an hour and shall then begin the test again.

8. Method of testing. - The lantern supplied for the examination shall be so constructed as to allow one large or two small lights to be visible, and shall be fitted with 12 glasses of three colours-red, white and green. At the beginning of the examination the candidate shall be shown a series of lights through the large aperture, and he shall be required to name the colours as they appear. Care shall be taken in showing the white light to emphasise the fact that this light is not a pure white light. If a candidate makes a mistake in

calling this light "red" a proper red light shall be shown immediately after and his attention directed to the difference between the two.

After a series of lights through the large aperture has been shown, two complete circuits and one broken circuits with the two small apertures shall be made, the candidate naming the colours of each set of two lights from left to right.

9. Passing or failure. - (a) If a candidate dose not make any mistake in the lantern test after passing the letter test he shall be deemed to have passed the whole examination and the examiner shall issue a certificate to that effect.

(b)If, with either the large aperture or the two smaller apertures of the lantern, a candidate mistakes red for green or green for red, he shall be considered to have failed in the lantern test.(c)If a candidate makes any other mistake with the lantern, i.e., if he calls white "red" or red "white" or confuses green and white, his case shall be submitted to the Chief Examiner of masters and mates, and he shall be told that the decision as to whether he has passed or failed or must undergo a further examination, will be communicated to him in due course. Pending the receipt of the Chief Examiner's instructions, a candidate for a certificate of competency shall only be allowed to proceed with such examination on the express understanding that the latter examination shall be cancelled in the event of failure at the sight tests.(d)Candidates shall be notified on an appropriate form of their success or failure or that their case has been referred for special considerations.(e)A candidate who fails to pass the local lantern test may not be re-examined locally unless the Chief Examiner decides that he may be re-examined after three months. The certificate issued to the candidate shall state whether or not he may be re-examined locally.III. - Special Examinations and AppealsSpecial Examination

10. Referred cases. - In the case of a candidate who is referred to for further examination the Chief Examiner shall make arrangement for special examination, for which no additional fee shall be charged.

11. Special Examination : Appeal cases. - A candidate who is adjudged to have failed in local lantern test may appeal for an examination by a special body of examiners for a decision. He shall be required to pay a special fee of Rs. 32 which shall be returned to him if he is declared to have passed the special examination.

12. Examining Board. - The special and appeal examination shall be conducted by the Chief Examiner of masters and mates or his Deputy together with a specialist adviser on eyesight.

13. Punctual attendance at special and appeal examination. - Candidates who are referred to for a special examination, or who appeal from the result of the local tests, shall be notified by the Chief Examiner of the time at which they shall attend for special examination and shall be expected to inform the Chief Examiner whether or not they shall be able to attend at that time. Any candidate who after informing the Chief Examiner that he shall attend, fails to appear at the time appointed, shall be liable to have his examination postponed indefinitely and also if an appeal candidate, shall forfeit the appeal fee of Rs. 32 and shall be required to deposit a further fee of the same amount before further arrangements can be made for his special examination.

14. Final appeals. - Where, during the course of a special examination, a candidate who has appealed or has been referred to, is found to have such permanent defect in his eyesight as to render him unfit for a sea career, shall be finally rejected and shall not be allowed to be examined again in the sight test on any future occasion. This, however, is subject to this proviso that, if the candidate is still dissatisfied, it shall be open to him if he so desires, to present himself for a second special examination on payment of a fee of rupees seventy-five provided that he brings with him a friend to witness the examination who may be an ophthalmic surgeon. It shall be conducted by the Chief Examiner of masters and mates or his Deputy together with a specialist adviser on eyesight. The special fee of Rs. 75 shall not be refunded unless in special circumstances the Director General of Shipping thinks fit to refund it. In no case shall this fee be refunded to candidates under 14 years of age.

15. Candidates not finally rejected at special examination. - In certain cases a candidate may not be finally rejected at a first special examination. Such candidates shall have the option of taking a second special examination as indicated in paragraph 14, or being specially re-examined after an interval of three months on payment of a fee of Rs. 32. If they are successful the appeal fee of Rs. 32 shall be refunded.

Appendix FRule 18(1)

No.....

Name of Applicant.....

No.....

EXAMINER'S AUTHORITY FOR
A CERTIFICATE OF COMPETENCY

AN APPLICANT WHO HAS PASSED THE EXAMINATION

Name of Applicant.....
 for
 which passed.....
 Feet/Meters inches.....
 eyes..... Hair.....

Grade of which passed..... Authority given to the above
 candidate to obtain his certificate of competency from the principal
 officer..... District

..... Complexion.....

Date..... 19

Examiner

.....

To,

The Principal Officer

Mercantile Marine Department

..... District

Tattoo or other Marks.....

Signature of Applicant.....

Please deliver to the above named candidate
 complying with the office Regulation No.
 certificate of competency for work as a skipper or second hand of a fishing vessel.

Dated at this day of 19

Signature of Examiner

To

The Principal Officer,
 Mercantile Marine Department

..... District

Appendix G Rule 18(2)

RESULT OF EXAMINATION

No.....

Port.....

Commencing date of examination

Name of Candidate.....

Grade:.....

Identification marks.....

.....

Written.....

Oral.....

Signals.....

Date eligible for re-examination.....

No.....

RESULT OF EXAMINATION

Name of
 Candidate..... Grade.....

SIGHT TEST

Port

Stamp of Office Additional sea service (if any) required
 months from

Additional sea service (if any) required :-

Signature of Candidate.....

.....months

from.....Signature of Examiner

Note :- This form should be produced by the Candidate

:-.....

Appendix H[Rule 19]Application For RenewalNo. of former Certificateof the certificate of aMaster, Mate, Engineer OrSkipper Or Second Hand Of A Fishing VesselN.B. - This form can be obtained at any Mercantile Marine Office, free of charge.When the Divisions (A), (B) and (C) have been filled in according to the printed headings, the form is to be returned to the Principal Officer from whom it is received.If the information is given satisfactory the Certificate will be sent to the Mercantile Marine Office named by the Application Division (D) below. No remuneration or gratuity whatever, either directly or indirectly, can be received by any Officer,Messenger or Servant of the Government except the fees ordered to be charged which should be paid to the Principal Officer. Any Officer, Messenger, or Servant of the Government accepting any present or gratuity, is liable to summary dismissal.Issue by the Government of India(A)Name Etc. Of Applicant

Name Address

1 2

Dateof birth Placeof birth

3 4

(B)Particulars Of Last Service

| Nameof ship | Portof Registry of last ship and Official No. | Ratingon board last Ship | Descriptionof last Voyage |
|-------------|---|--------------------------|---------------------------|
| From | To | Commenced | Ended |
| 5 | 6 | 7 | 8 9 10 11 |

Some Other Ships In Which Applicant Has Served Before And After Obtaining The Certificate Now Lost

| Nameof Ship | Portof Registry and Official No. | Ratingon board | Whetherin Foreign, Home or Costing Trade | ServiceCommenced | Ended |
|-------------|----------------------------------|----------------|--|------------------|-------|
| 12 | 13 | 14 | 15 | 16 | 17 |

(C)Declaration To Be Made By Applicant Before A Principal OfficerCAUTION-Any person who makes or procures to be made, or assists in marking any false representation for the purpose of obtaining for himself or for any other person a Certificate either of Competency or Service, renders himself liable to heavy penalties.I of.....DO HEREBY DECLARE,(1)That my Certificate was a Certificate of [*] [Insert the word Competency or Service.]and that it was numbered(2)That the said Certificate was lost at [*] [Here state the place, date, occasion and cause of the loss of the Certificate.](3)That the Statements made herein and in Divisions (A) and (B) above are correct and true to the best of my knowledge and belief.Applicant's SignatureDeclared and subscribed at this 19, before mePrincipal Officer,Mercantile Marine

Department,.....District.(D)Destination Of Certificate(To be filled up by applicant)NoI wish the renewed Certificate to be issued to me at the Port ofApplicant's Signature(E)Endorsement By The Principal OfficerNoForwarded to the Director General of Shipping, Bombay.A fee of Rs. 5/- has been received.Datedthe19....Principal Officer,Mercantile Marine Department,..... District.(F)Direction By The Director General Of Shipping, BombayThe Certificate is enclosedDate Bombay, this day of19The Principal Officer,Mercantile Marine Department,.....District.Director General of Shipping, Bombay(G)Principal Officer's Note Of Issue Of Certificate And Receipt For The FeeCertificate Issued thisday ofPrincipal Officer,..... District[NOTE. - This form is to be returned to the Director General of Shipping.] [As corrected by G.S.R. 1496, dated 7th October, 1964.]