

The Andaman and Nicobar Islands Port Rules, 2004

ANDAMAN AND NICOBAR ISLANDS

India

The Andaman and Nicobar Islands Port Rules, 2004

Rule

THE-ANDAMAN-AND-NICOBAR-ISLANDS-PORT-RULES-2004 of 2004

- Published on 28 January 2004
- Commenced on 28 January 2004
- [This is the version of this document from 28 January 2004.]
- [Note: The original publication document is not available and this content could not be verified.]

The Andaman and Nicobar Islands Port Rules, 2004Published vide Notification No. G.S.R. 83(E), dated 28th January, 2004Ministry of Shipping(Ports Wing)G.S.R. 83(E). - Whereas draft of the Andaman and Nicobar Island Port Rules being proposed in supersession of the Andaman and Nicobar Islands (Entry of Sea Vessels in Ports) Rules, 1972, were published as required by sub-section (2) of section 6 of Indian Ports Act, 1908 (15 of 1908) in the Gazette of India Extra ordinary Part II, Section (3), sub-section (i) under notification of the Government of India in the Ministry of Shipping (Ports Wing) vide G.S.R.655(E) dated the 13th August, 2003 for information of and inviting objections and suggestions from all concerned likely to be affected thereby and giving notice that the draft rules shall be taken into consideration on or after expiry of forty five days from the publication of the notification alongwith the objections and suggestions made within the said period;And whereas the said notification was published and made available to the public on the 13th August, 2003;And whereas no suggestions and objections have been received from the public before the expiry of the aforesaid period;Now, therefore, in exercise of the powers conferred by sub-section (1) of section (6) of the said Act, the Central Government hereby makes the following rules, namely:-RulesChapter-I General

1. Short title and commencement.

(1)These rules may be called the Andaman and Nicobar Islands Port Rules, 2004.(2)They shall come into force on the date of their publication in official Gazette.

2. Definitions.

(1)In these rules, unless the context otherwise requires -(i)"Bulk oil vessel means a petroleum vessel with petroleum in bulk;(ii)"Case oil vessel" means a petroleum vessel with petroleum in cases like

casks, drums or other receptacles;(iii)"Chairman" means the Chairman of the Port Management Board; appointed by the Central Government.(iv)"Conservator" means an officer or body of the persons appointed to be conservator by the Central Government as per section 7 of Indian Ports Act, 1908;(v)"Dark" means half an hours after sunset;(vi)"Day Break" means half an hour before sunrise;(vii)"Deputy Conservator" means the officer to whom powers have been delegated to function on behalf of the Conservator of Ports of Andaman and Nicobar Islands and includes any other officer acting under his authority to exercise or perform the functions, under the Indian Ports Act, 1908 (15 of 1908)(viii)"Discharged vessel" means a petroleum vessel which has completed the discharge of its petroleum;(ix)"Dock" includes all land, jetties, roads, quays, berths, sheds, warehouses, and other works and things appertaining to any dock and also me portion of the sea included of protected by the arms or grayness of a harbour;(x)"Dry Docks" means the two Dry Docks in Phoenix Bay,Complex or any other dry docks that may be constructed by the Part Authority subsequently constructed for this purpose;(xi)"Excluded petroleum" means petroleum having its flash point not below 93 degree centigrade (or 200 degree Fahrenheit), to which these rules do not apply;(xii)"Flash-point" in relation to any petroleum, means the lowest temperature at which it yields a vapour which will give momentary flash when ignited, and determined in accordance with the provisions of the petroleum Act, 1934 (30 of 1934) and the rules made there Under;(xiii)"Gas free certificate" means a certificate granted by an officer appointed by the Central Government, in this behalf to the effect that a vessel has been thoroughly cleaned and freed from Petroleum and inflammable vapour;(xiv)"Inland vessel" means any vessel which is subject to provision of the Inland vessels Act, 1917 (1 of 1917);(xv)"Petroleum" and classification thereof will have the meaning as per the Petroleum Act or rules made thereunder;(xvi)"Petroleum in bulk" means petroleum contained in a receptacle exceeding 1000 liters in capacity;(xvii)"Petroleum vessel" means any vessel carrying more than 50000 liters or 5 metric tones of petroleum class "A" or 500000 liters or 50 metric tones of petroleum class "B" or any other substance having the same flash points as that of petroleum class "A" or class "B";(xviii)"Ports of Andaman and Nicobar" means and includes the Ports of East Island, Diglipur, Mayabunder, Havelock, Neil Island, Elphinstone Harbour and Rangat, Port Blair, Cinque and South Cinque Islands macpherson straits (Jolly Buoys), Hut Bay, Dugong Creek, Carincobar (Malacca and Mus), "Kondul Island, Chowra, Teresa, Tillangchang (Castle-Bay), Katchal (East Bay), Kamorta, Nancowry, Campbell Bay and South Bay, including any part of river channel in Andaman & Nicobar islands and such ports as the Central Government may declare by 4l notification in the official gazette.(2)The words and phrases used and not defined in these rules but defined in the Indian Ports Act, 1908 will have the same meaning as in that Act.

3. Application.

(1)These rules shall apply to the Ports of Andaman and Nicobar (hereinafter referred to as the "port").(2)The provisions of these rules relating to sea going vessels shall also apply to sea planes; Catamarans, hovercrafts and Hydrofoils Sailing - Yachts, but where, as a result of their special construction, it is not possible for them to comply fully with the provisions of specifying of the carrying of lights and shapes the fact is to be reported to the conservator.Chapter-II Sea-Going Vessels(Including inter-island vessels)

4. Entry/Departure restrictions.

- No vessel shall enter or leave the port between sunset and sunrise without special authority of the Deputy Conservator of the port.

5. Occupation of berths.

- All vessel with in the port shall take up such berths as may be assigned to them by the Deputy Conservator of the ports and shall change their berths or shift thereafter when so required by him.

6. Berth allocation.

- Vessel shall be allotted berths by the Deputy Conservator of Ports or Harbour Master subject to Nautical requirements being satisfied.

7. Restriction on movement.

- Every sea going vessel shall, as and when ordered by the Deputy Conservator of Ports or Harbour Master, as the case may be, move to or from any berth, mooring or anchorage age in the port, proceed up or down except under the direction of an officer of the port Pilot Service.

8. Prevention of collisions at sea.

- Every vessel under the charge of a Pilot while navigating in the channel shall be governed by International Rules for preventing collisions at sea, as modified or supplemented by the local rules prescribed by the Government of India for navigation ill the channel.

9. Movement without Pilot or other authorized officer.

- (i) No sea going vessel over 200 Tons shall move into or out of, or within Port, or to or from a, without having a Pilot, or a duly authorised officer on board, unless a dispensation for the same is given under the provision of section 31 of the Indian Port Act, 1908.(ii)The Master or the owner shall obey every lawful direction, or, and act in full cooperation with all duly authorised officers of the port for the purpose of mooring or unmooring, moving or removing a sea going vessel or of regulating its position or of adjusting its equipment and gear, for the loading or discharging of its cargo, for her safety or similar other purposes.

10. Application for Pilot.

- All applications for sea-going, vessels to be hauled into or castoff from, moorings or any other assistance shall be made either personally or by letter, to the Deputy Conservator of Ports or Harbour Master.

11. Furnishing of particulars of Vessel.

- Before a sea-going vessel is brought into the Docks or placed alongside the jetties, the Master or owner or agents shall furnish to the Harbour Master or Manager (Port Signal and Operations) or other duly authorised Officer of the Port full particulars of the vessel's dimensions, draught, tonnage and special features of equipment or construction any other information as required in the prescribed form.

12. Use of tug.

- Every sea-going vessel wishing to move within the port shall employ such tugs for the purpose as are, in opinion of the Harbour Master, or Pilot-in-charge necessary for its safety

13. Power of Vessels.

- The Master of every sea-going vessel entering or leaving any mooring or any dock or jetty berth under its own power shall be responsible, for maintenance of sufficient power to work its engines at full speed, ahead or astern as may be required.

14. Use of Mooring.

- No sea - going vessel shall attach to or use any mooring (fixed or Swinging) without the permission of the Deputy Conservator of Ports or the Harbour Master.

15. Anchors at Bow.

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

16. Mooring of Vessel.

- No person shall moor any sea-going vessel in any manner other than that prescribed by the Deputy Conservator of Ports, or Harbour Master or alter without the permission of the Deputy Conservator of Ports or Harbour Master, the mooring of any sea-going vessel save for the purpose of easing undue strain or of taking up undue slack, as may be necessary for the vessel's safety and to fasten additional hawser during inclement weather.

17. Trials of engines.

- No propellers of a sea-going vessel occupying moorings in docks or in the stream or lying at a dock berth shall turn without giving sufficient warning to all boats in the vicinity and unless a Pilot or Assistant Harbour Master is on board during engine trials, propellers, shall only be turned at dead slow for a very short periods, in each, direction and no trial over the power of dead slow for a very

short period shall be made except under the direction of, a Pilot or Assistant Harbour Master.

18. Dismantling of engines.

- No sea going vessel shall, without permission of the Deputy Conservator of Ports or Harbour Master, dismantle its engines or otherwise render itself incapable of movement.

19. Storm Signals.

- When storm signal No. VIII, IX or X are hoisted on, the flagstaff at the Port Control Towers, the Masters of all sea going vessels shall immediately take every precaution to make their vessels snug and secure and in particular shall keep a second anchor ready for letting go and such other precautions to ensure safety of the vessel, life and property.

20. Crews for vessels.

- Subject to the provisions of rules 21, 22, 23, 24 and 25, all sea going vessel in the Port shall have on board a sufficient number of crew to perform any duties which may become necessary for the safety or movement of the vessel in an emergency.

21. Licence of minimum crew.

- Whenever any sea going vessel is laid up in any berth or mooring specially allotted to it for that purpose, it shall be Lawful for the Port Authority by the hand of the Chief Port Administrator to grant for a stated period a licence, in Form A of the schedule authorising the vessel to remain at her berth or mooring with the minimum crew specified in that licence.

22. Revocation of tile licence.

- It shall be lawful for the Port Management Board by the hand of the Chief Port Administrator in Form B of the schedule to revoke the aforesaid licence in Form A, and on after the publication of such revocation, which shall be affected by pasting a copy thereof upon some conspicuous part of such vessel the provisions of rule 20 shall apply to the vessel as if no licence had ever been granted.

23. Licence to lie without crew.

- Whenever it will appear to the Chief Port Administrator that any creek, bay or dock is so situated that sea going vessels without any crew there in may remain afloat in such creek, bay or dock without danger to any vessel in any part of the Port, it shall be lawful for the Deputy Conservator, of Port in Form C of the schedule to issue a licence exempting any such vessel from the Provisions of Rule 20 and if he thinks fit to revoke, or from time to time amend the aforesaid licence.

24. Smoking.

- No person shall smoke or use naked lights of any description in a hold or between decks of a sea-going vessel or in any enclosed space in such vessels containing stores, cargo or inflammable material.

25. Light.

- No sea-going vessel shall without the permission of the Deputy Conservator of Ports use any lights other than electric lights, provided this rules shall not apply to emergency navigation or riding lights.

26. Fires.

- Lighting of fires on sea-going vessels shall be permitted only in galleys or properly constructed fire places.

27. Fire Works.

- Loading/discharging of explosives including fire crackers is to be carried out at designated berth/anchorage. Transfer of explosives from one vessel to another vessel inside port limits is prohibited.

28. Measures during Fire.

- When a fire breaks out in any vessel, the Master of all sea going vessels in any neighbouring, berths or mooring shall furl their awnings, get their fire pumps and hoses ready for use and prepare to slip their cables or hawsers and take such other measures necessary to reduce damage due to fire.

29. Projections from vessels.

- All sea-going vessels proceeding to or from the wharves or jetties shall turn in all boats, and remove all projections likely to collide with any wall, pier or jetty or quay equipment.

30. Double banking.

- All sea-going vessels berthed in the docks either alongside the quay or at the buoys must be prepared to receive other vessels alongside them at short notice. The vessel stationary in the berth shall provide all the facility to the vessel approaching to be berthed alongside in the interest of safety of both the vessels.

31. Discharge of Noxious wastes/fifth/rubbish.

- No person shall.(a)wilfully discharge into the creek channel or any dock any petroleum or other inflammable liquid.(b)wilfully threw any liquid or a noxious character or any fifth or any rubbish into the water of any dock.

32. Protection of Environment.

(a)No person shall-(i)lay or place any ballast/rubbish/cargo/articles/substance on any quay/pier/jetty/vessel in such a position that the same or any part of the same will be likely to fall into water, if such ballast rubbish/cargo goods/articles/substance is likely to be detrimental to environment or cause damage to shipping after falling into water.(ii)Cast/throw/permit or suffer any ballast/rubbish/cargo goods/articles as referred in Sub-Rule (i) of this rule to fall into the docks or water from any pier, quay, jetty or vessel.(b)The Master of any vessel from which any such cargo/goods/articles/substance thing as aforesaid have been cast or thrown or have fallen in the docks or in the water shall forthwith report full particulars of the occurrence to the Dock Master or the Harbour Master as the case may be.

33. Prohibition of private signals.

- No signals excepting those authorised by the International Code of Signals shall be hoisted by a sea-going vessel without the authority of the Conservator, Harbour Master or Pilot-in-charge.

34. Signal Lights.

- Every sea-going vessel shall between dusk and dawn and during poor visibility exhibit the lights required by the International Regulations for Prevention of Collisions at sea. No other signal lights shall be exhibited except under direction of the Harbour Master or Pilot-in-charge.

35. Sounding of whistles.

- No sea-going vessel shall sound her whistle or siren except in accordance with the International Rules for preventing collision at sea, provided that no sea-going vessel shall continuously sound a whistle or siren.

36. Blue Peter.

- Every sea-going vessel about to leave the port shall hoist the Blue Peter at the fore at 6 a.m. on the day prior to that on which she breaks moorings and shall keep it hoisted until the Pilot-in-charge assumes charge to take it to sea, provided that this rule shall not apply in time of war.

37. International Code Flag 'A'.

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

38. Use of search lights.

- The use of search lights by any sea-going vessel within the Port is prohibited except under the direction of Pilot or the Harbour Master.

39. Display of lights while towing/pushing.

- Every sea-going vessel being towed/pushed shall display lights/shapes as prescribed for such vessels by the/International Rules for Preventing Collision at sea as may be in force/amended from time to time.

40. Lights of the sea-going vessel not to interfere with the lights of the Tug.

- Every sea-going vessel in the port in tow of tugs lashed alongside shall put off all lights which interfere with the visibility of the lights exhibited by the tugs.

41. Towing lights.

- Every sea-going vessel in port -(a)shall when in tow astern, carry the lights required by Rule 5 of the International Rules for Preventing Collision at Sea.(b)shall when in tow of vessels lashed alongside both sides carry only the lights required by Rule 3 of the said Regulations(c)shall when in tow only one vessel lashed alongside carry the white lights required by the aforesaid Rule and in addition a side light on the side; away from the towing vessel.(d)shall when, in tow astern of a vessel and with tugs lashed alongside carry the white lights required by the aforesaid Rules.

42. A sea-going vessel towing another sea-going in i the port shall.

(a)when towing ahead exhibit lights prescribed by Rule 3 of the International Rules for preventing Collision at sea.(b)when towing alongside exhibit side/lights only on the side away from the tow.

43. Towing lights for Tugs.

- The additional white light mentioned in sub rule (b) of Rule 42 shall not be carried by a sea-going vessel going in tow in the Port with tug/tugs alongside.

44. Lights for vessels a ground and anchored vessels.

- Every sea-going vessel aground in the port or in the navigable channel.(a)shall exhibit the lights/shapes in the accordance with the International Rules for Preventing Collision at sea, as may be imposed/amended from time to time.(b)Shall, during the day, exhibit the black ball as prescribed in the International Rules for Preventing Collision at sea.

45. Precautions against the accidents.

- The Master of every sea-going vessel shall take all necessary precautions by placing guards or otherwise to prevent injury to persons or damage to property through the discharge of stream oil or water form any part of his vessel.

46. Securing beams and hatchway.

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

47. Safety of workmen.

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

48. Anchoring and mooring.

(a)All vessels inside the harbour shall be anchored or moored in such a manner as may be directed by the Deputy Conservator of Ports.(b)The anchors of all sea-going vessels must be buoyed.

49. Bathing in Harbour.

- Bathing is strictly prohibited in the harbour on account of sharks, crocodiles, barracudas etc; which are likely to be present in side the harbour waters.

50. Arrival notification of the vessels.

(a)Atleast twelve hours before the expected arrival of tile vessel, its agents shall send a Notification to the Deputy Conservator of the ports.(b)Detailed particulars of cargo to be landed at the port hatch-wise should either accompany the vessels arrival notification or soon after the actual arrival of the vessel in the Port.

51. Permission for carrying out the repairs and issue of licence for hot work and ship repairers or Master/owner of the vessels intending to carryout repairs shall observe the following.

(a)Vessels are not to be immobilised without obtaining permission from the Deputy Conservator of Ports/Harbour Master.(b)Vessel may be shifted from the working berth to repair berth when it is required for other purposes.(c)Repairs involving naked lights, gas cutting, welding within the vicinity of the fuel/oil storage tanks or fuel system involving the entry of a person into any fuel/oil storage tank may not be commenced unless, the gas free certificate from the appropriate authority has been obtained, and(d)Licence for hot work and ship repairers in the port/dockyards shall be issued by the Deputy Conservator of Ports, under rule (51).

52. Navigation inside Harbour limits.

- Small ships, boats and other harbour crafts operating inside the harbour limit should navigate with caution in the chatham jetty area and hood point anchorage due to submerged logs likely to exist and further, boats should not go beyond the navigation marks provided at blair reef beacon, perseverance point beacon, Bombooflat beacon, Ranger flat beacon and Malta Bay beacon.Chapter-III Inland Vessels

53. Comprehensive Rules.

- The provisions of rules 14, 15,24,25,26,27,42, and 43 shall apply in relation to inland vessels as they apply in relation to sea-going vessels.

54. Navigable channel.

- Every inland vessels shall navigate so as to keep free the navigable channel required by sea-going vessels moving within the port.

55. Regulation of berths and mooring.

- Every inland vessel shall take up, or move to or from, any berth, mooring or place when directed to do so by the Port Control Tower.

56. Anchoring.

- No inland vessel shall anchor in such a position or in such a manner, as to offer obstruction to any navigable channel within the port.

57. Restriction on movement.

- No inland vessel shall proceed alongside any sea-going vessel for any purpose while International Code Flag 'A' is flying on the triatic stay of the later.

58. Free Passages.

- Every inland vessel, at anchor or under way, shall at all times afford free passage of sufficient width to piers, jetties, landing places, Wharves, quays, docks, floating docks and moorings.

59. Storm signals.

- When a storm signal is hoisted on the flag staff at Port Control Towers, the Masters of all the inland vessels shall immediately take every precaution to make their vessels secured.

60. Crew for vessels.

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

61. Prescribed lights.

- Every Inland steam vessel shall exhibit the lights prescribed in the rules made under the inland vessels Act, 1917(1 of 1917).

62. Search lights.

- Inland vessels are permitted to use search lights for Navigational purposes, provided that no search lights shall, in any circumstances, be directed so as to interfere with the navigation of any vessel underway.

63. Fire appliances.

- Every Inland Steam vessel shall carry the fire appliances prescribed in the rules made under the Inland Vessels Act, 1917 (1 of 1917).

64. Communication.

- Every Inland vessel while navigating within the tidal water shall maintain radio communication with the Port Control Towers either on VHF or HF as per schedule. Chapter-IV Harbour Crafts

65. Comprehensive rule.

- The provisions of rule 14, 15, 16 and shall apply in relation to harbour crafts as they apply in relation to sea-going vessels and the provisions of rules 54, 55, 56, 57, 58 and 64 as they apply in relation to Inland vessels.

66. Harbour Craft Survey, Measurement, Registration and Licencing.

- No Harbour craft shall ply whether regularly or occasionally, whether partly within and partly without, in the port limit unless it has been registered and licenced by the " Dy. Conservator of Ports, A & N Islands Port Blair". The owner of the every Harbour Craft in respect of which an application for registry under rule 67 is made shall cause such harbour craft to be surveyed by a IRS Surveyor and the tonnage of craft ascertained in the prescribed manner. The Surveyor shall grant a certificate specifying the harbour craft tonnage and build and such other particulars descriptive of the identity of the craft as may be prescribed and the certificate of the surveyor shall be delivered to the registrar before registry.

67. Application for Registration.

- Every application for the registration of a harbour craft shall be made in writing to the Deputy Conservator of Ports, Port Blair in Form "D" of the schedule with an affidavit and photo certificate furnishing the following particulars:(a)Owner's name and address, or name and address of his duly authorised agent in Port Blair.(b)description of the boat/float and(c)nature of cargo or passenger, held or required.

68. Cancellation of the Registrations.

- The registered number of a boat/float shall remain in force as an identification number throughout the whole working life of the boat/float unless-(a)the boat/float remained unlicensed for a period of three years.(b)the boat/float is condemned by the Boat Surveyor as unfit for further service,(c)the number branded on the float/boat becomes obliterated and cannot otherwise be traced and(d)the dimensions of the float/boat are altered

69. Application for licence.

- Every application for a licence for a float/boat/dump barge shall be made in writing to the Deputy conservator of Ports A&N Islands in Form 'E' of the schedule and shall contain the following particulars:- (a)Owner's name and address, or (b)name and address of his duly authorised Agent in Port Blair (c)A descriptions of the float/boat, (d)the registered number branded on the float/boat by the Deputy Conservator of Ports, Andaman or the registered number marked according to the provisions of the Registration, and (e)the name of the Serang in charge of the float/boat.

70. Serang's Certificate of Competancy.

- No flat/boat shall be allowed to ply within the limits of the Ports of Andaman and Nicobar unless it is in charge of a serang in possession of competency certificate issued in accordance with A&N Islands Inland vessels (Certificate of competency) Rule 1972.

71. Unlicensed Harbour Craft.

- Every Harbour Craft arriving in the declared Port of Andaman and Nicobar Islands without a licence and wishing to discharge cargo shall at once apply for a unloading permit with the Deputy Conservator of Ports. Any Harbour craft discharging cargo under this rules shall, within 15 days of the date of entering the port, should apply to the Registering Authority of such vessels for survey and licence.

72. Cargo Boat crew.

- Every float or cargo boat plying in the port shall carry an approved life-buoy or a suitable approved substitute with a suitable life line attached to it of size not less than 1 inch in circumference and 10 fathoms in length.

73. Passenger boat crew.

- Every passenger boat plying in the port shall, carry not less than two approved life-buoys or suitable approved substitutes with suitable lifelines attached to them of less than 1 inch in circumference and 10 fathoms in length, and if it is licenced to carry more than 40 passengers, one additional approved life-buoy or a suitable approved substitute with a suitable life line attached to it for every additional twenty passengers or part thereof.

74. Load line.

- Every flat/boat exceeding the registered measurement of 28 cumts shall have its load line, which shall at no time be submerged, indicated by a conspicuous mark cut into the hull and printed white on dark background. This mark shall be made by the IRS surveyor at the time of survey.

75. Exhibition of passenger plate.

- Every boat licenced to carry passengers shall exhibit a passenger plate on which shall be shown in English and in Hindi the registered number of the boat, licence number, the number of passengers she is authorised to carry, the number of its crew and the expiry date of its licence.

76. Inspection of licence.

- Every serang-in charge of a flat or boat plying in the port shall carry his own licence and the licence of his float/boat, each of which shall be produced whenever it is required by the Harbour Master Asst Harbour Master/staff duly authorised by the Board. The licence of a passenger boat shall also be produced for inspection at request of any passenger.

77. Seizure of licence of float/boat.

- In case of breach of this rule or any of the conditions of the licence by the owner or Agent or Serang of the Boat/float, the float/boat may be seized by the Harbour Master/Asst Harbour Master or any officer/staff so authorised by the Board and keep in the police custody till finalisation of the dispute. The boats/floats found plying without licences or with serang with expired certificate of competency may be seized by the police.

78. Duration of licence.

- Every licence granted under these rules shall usually continue to be in force for one year from the date on which it is granted, unless revoked. The licence may also be granted to a boat/float for a period of less than a year, if considered necessary. Duplicate licence may also be issued in lieu of loss or defaced licence. Every expired or revoked licence shall be surrendered to the Deputy Conservator of Ports without delay.

79. Carriage of passenger.

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

80. Harbour crafts to be under control.

- All harbour crafts underway within the port limit shall themselves have sufficient power so that they are able to keep free the Navigational channel/water way required by the sea-going vessels for entering/departure.

81. Clearance area for sea-going vessels.

- The Navigational channels of the port of Andaman and Nicobar Islands shall at all times be kept clear for the maneuvering of sea-going vessels.

82. Restriction of harbour crafts going alongside sea-going vessel.

- No harbour craft shall proceed alongside any sea-going vessels' entering harbour or proceeding to berth or vice versa.

83. Restriction on movement.

- No boat shall proceed alongside any sea-going vessel entering moorings or proceeding to a jetty berth, when during the day, International code flag 'A' is flying at the triatic stay of the vessel, or when at night, two lights are exhibited vertically, i.e. a red light over a white light six feet apart and visible all around the horizon.

84. Inland vessels.

- No float/boat shall lie at or alongside the inland vessel, wharves for receiving, landing or shipment of goods out of, or into, any vessel, not being a sea-going vessel, except when such float/boat is so landing or shipping goods.

85. Fishing boat.

- Fishing boats shall observe all the rules applicable for inland vessels and harbour craft, No fishing is permitted in the port limit and fishermen are not permitted to spread the slings/nets across; the port channels/fairways.

86. Wooden dinghies.

- Any wooden dinghy or wooden dinghy with dumb barge used for ferrying passengers and materials between vessels and shore in the docks must obtain plying permit from the Harbour Master on payment of prescribed fees, the validity of such plying permit must conform to the passenger licence/certificate issued by the Deputy Conservator of Ports.

87. Exhibition of lights.

(a)Every harbour craft whether at anchor or underway shall between sunset to sunrise exhibit at a height of atleast 1.83 meters above the deck a white light in a weather proof lantern so constructed as to give an uniform and unbroken light of sufficient power to be visible all around the horizon for distance of atleast one nautical mile.(b)Port harbour craft engaged in towing of dumb barges shall, if in the alongside exhibit in a property constructed lantern on the knowledge of the vessel and at a height of not less than 91 cms, above any construction on deck, a white light, clear uniform and unbroken which shall be visible all around the horizon at a distance of atleast 2 NM, if in tow astern, exhibit a similar white light at the last end at a height of not less than 1.83 meter above the deck.

88. Dumb Barge.

- Every dumb barge, lighter of float in tow of a sea-going vessel in the port shall -(a)if in tow alongside at night exhibit in a properly constructed lantern on the outer edge of the vessel and at a height of not less than 91 cms, above any constructions on deck, a white light, clear, uniform and unbroken, which shall be visible all around the horizon at a distance of atleast 2 nautical miles.(b)if

in tow astern, exhibit a similar white light aft and at a height of not less than 1.83 meters above the deck. kept on deck or in such other part of the float/boat as the surveyor may direct.

89. Fire places.

- No Fire shall be lighted in a float/boat except in a properly constructed from caboose or fireplace which shall be kept on deck or in such other part of the float/boat as the surveyor may direct.

90. Loss of property.

- When property belonging to any passenger is left in a boat it shall at once be sent by the person-in-charge of the boat to the officer in-charge of the nearest police station.

91. Reporting of accidents.

- Whenever any accident occurs to a float/boat, agent or person in charge of such float/boat shall at once proceed to the nearest police station and report to the officer in charge, the circumstances connected with the accident.

92. Issue of certificate after accident.

(a)The owner, agent or person in charge of the float/boat shall, after complying with the provisions of rule 91 submit a report in writing to the nearest police station and the Deputy Conservator of Ports A&N Islands along with the licence of the float/boat stating the nature of the accident and the details of the repairs required to be carried out.(b)On receipt of the report, the Deputy Conservator of Ports shall cause the float/boat to be examined and specify in writing the repairs to be carried out.(c)After the repairs so specified under sub-rule (b) have been duly carried out, the float/boat shall be placed again before the Deputy Conservator of Ports A&N Islands Port Blair.(d)On being satisfied about the repairs, the Deputy conservator of Ports A&N Islands shall issue a certificate in writing to that effect enclosing the licence of the boat/float referred to in sub-rule (a) on the basis of which alone the float/boat may be allowed to ply with in the Port Limit.

93. Owner or serang's responsibilities.

- Without affecting his other responsibilities under these rules, the owner, serang or the person-in-charge of any float/boat shall, in particular, be responsible:-(a)that the boat is provided with the under of crew and life saving appliances required by these rules.(b)that to boat is kept thoroughly clean.(c)that the registered number is kept clearly, painted on both the sides in the manner prescribed by these rules.(d)the valid licences are carried by both the boat and the serang.(e)that he gear, tackle and life saving appliances specified in the licence are provided and maintained in good working order.(f)that the load line is clearly marked and at no time be submerged.(g)that the boat, if carrying passengers does not contain any person in excess of the number for which it is licenced.(h)that the boat is kept at all times moving so as to keep a free

navigable channel for sea-going vessels.(i)that the boat/float should under no circumstances interfere with ship's movement or create obstruction to ship's work in the port or dock.(j)that the float/boat should not be kept unmanned in the port.(k)that the boat/float should in no way be involved in activities like theft, smuggling, pilferage, etc.

94. Berths for harbour crafts.

- All Harbour crafts will be berthed in the designated area of the ports by the Deputy Conservator of Ports. Boats will be charged as per rates applicable under vessel related charges.Chapter-V
Ship-Breaking

95. Application for ship breaking.

- An owner requiring to dismantle a vessel or break up a vessel for scrap, shall apply in writing to the Deputy Conservator of Ports, and shall produce for his inspection after clearance given by the Director General of Shipping, Indian customs, and the sales Tax authorities, as applicable and also such other documents as may be required by the Deputy Conservator of the Ports. On being satisfied with the production of required documents, as applicable, Deputy Conservator of Ports may allot a suitable berth undeveloped beach area for dismantling the vessel within the A&N Islands.

96. Agreement relating to ship-breaking.

- The owner, when required shall enter into formal agreement on such terms and conditions as may be laid down by the Deputy Conservator of Ports, regard being had to the circumstances of the case and the degree of risk involved in dismantling breaking up or destroying the vessel concerned.

97. Payment of charges.

- The owner shall immediately on demand pay all charges prescribed by the Board as and when demanded by the Deputy Conservator of Ports, in the shape of anchorage/Berth hire/Beaching charges, crane hire charges and any other charges as applicable before such services are rendered.

98. Bank guarantee from a scheduled bank for ship-breaking.

- The owner shall also furnish, if asked to do so, a bank guarantee from a scheduled bank having its head office or branch office in Port Blair, as approved by the Board's Chief Accounts Officer in the form prescribed by the Deputy Conservator of Ports; undertaking to pay to the Board, in event of the vessel fully or partially sinking or becoming a wreck, the cost of salvage operation to be carried out by the Deputy Conservator of Ports, to ensure vessels and/or for keeping clear the navigational channels. In deciding the amount and other terms of such bank guarantee, the decision of the Deputy Conservator of Ports shall be final.

99. Ship-breaking without due diligence.

- (I) In case the owner fails to carry out the breaking up or dismantling work with due diligence as required by the Deputy Conservator of Ports, the Board may, without prejudice to any of their rights, themselves or through other agencies break up or dismantle and/or sell and/or remove the portion so dismantled or break up of the vessel at the cost and expense of the owner. (II) The expression 'owner' includes his agents representatives or agent of the vessels.

100. Interpretation of rules.

- In case of any dispute as to the interpretation or working of these rules on ship breaking in this chapter, the same shall be referred to the Chairman for decision. Chapter-VI Damage to Port Property

101.

Masters and Owners of vessels shall be held liable for any damage whatsoever that shall have been caused by their vessels or servants to any of the Board and the works or property of the Board reserves the right to detain their vessels in dock until security has been given for the amount of the damage caused; Provided that without prejudice to any rights of the Board, the Chairman or Deputy Conservator of Ports may allow the vessel or vessels to leave the port on sufficient security being furnished by the Owner/Master to cover the estimated cost of damage/loss. Chapter-VII Vessels Carrying Petroleum

102. Regulation of petroleum vessels.

- No petroleum vessel shall proceed beyond the anchorage until it has been allotted a berth.

103. Declaration by master of ships carrying petroleum or by the ship's agent.

(a) The master of every vessel carrying petroleum or any other substance having flash point below 65.5°C (150° F) shall deliver to the pilot before entering the port of A & N Islands a written declaration under his signature. Provided that if in anticipation of ships's arrival the agent for such ships delivers to the Deputy Conservator of Ports a written declaration of aforesaid under his signature no such declaration need be made by the master of the ship. (b) The agents shall furnish a list of furnish a list of all hazardous cargo with full particulars to the Deputy Conservator of Ports, the master shall be responsible for compliance with all rules, regulation and instructions issued by them provided that when circumstances warrant relax the quantities that may be brought for discharge at jetties/wharves up to a maximum as follows. - (i) dangerous petroleum or other substances having flash point below 24.4° C (76° F) - 5 tonnes. (ii) non-dangerous petroleum or other substance having a flash point below 65.5° C (150° F) - 1000 tonnes.

104. Attendance of tugs.

- No petroleum vessel with non dangerous petroleum and no discharged vessel without a gas-free certificate for tanks shall be transported unless it has a tug in attendance.

105. Discharge of petroleum in bulk and loading of petroleum or inflammable liquids in bulk.

- A petroleum vessel shall discharge/load:(i)Petroleum class "A" in bulk or inflammable liquids having flash point below 23°C (730° F) may be discharged/shipped directly into/from storage tanks of importers/exporters at oil berth.(ii)Petroleum class "B", class "C" or inflammable liquids having flash point of 23° C and above may be discharged/shipped direct into/ from storage tanks of importers/exporters at oil berth.

106. Discharge or loading case oil vessel.

- Every case oil vessel shall discharge or load its petroleum inflammable liquids, at the petroleum depot but no such vessel shall begin discharge or loading until the Deputy Conservator of Ports/Harbour Master is satisfied that:-(i)The Asstt Commissioner of customs has permitted its petroleum or, as the case may be, inflammable liquids to be landed or loaded.(ii)Proper arrangements have been made for the disposal of leaky casks or drums or other receptacles.(iii)The receptacles satisfy the requirements of petroleum Rules, 1976.

107. Discharge into lighters.

- (i) No case oil vessel shall discharge under the foregoing roles, any petroleum in a lighter unless such lighter is capable of being cleared and unloaded into a storage shed between sunrise and sunset:Provided that every such lighter shall be duly licenced for this purpose by the Registrar/surveyor of vessel:Provided further no lighter loaded with petroleum shall be detained over night in the harbour unless specific permission in writing to that effect is first Obtained from the Deputy Conservator of Ports.(ii)Provisions of this rule shall also apply in relation to all inflammable cargo with or without liquid hydrocarbon.

108. Fire.

- No fire or naked light and no smoking shall be allowed on any boat carrying petroleum in cases drums or other receptacle.

109. Inadequate facilities for discharge.

- If the Assistant Commissioner of Customs at any time declares that the accommodation for discharge of petroleum by any petroleum vessel is unsuitable, the Deputy Conservator of Ports may direct that the vessel be removed to anchorage within the port.

110. Discharge or loading under own power.

- No petroleum vessel shall without the the permission in writing of the Deputy Conservator of Ports, discharge or load petroleum Class "A" or petroleum Class "B" in bulk with its own generated power.

111. Petroleum or inflammable liquids in small quantity.

- A vessel, carrying otherwise than in bulk a quantity of petroleum Class "A" or inflammable liquids not exceeding 5 tones (5000 liters) or petroleum Class "B" inflammable liquids not exceeding 50 tones (50000 liters) may land it at the docks or jetties under the following conditions:-(i)that petroleum Class "A" is covered by an import licence granted Under the Petroleum Rules, 1976.(ii)that each consignee who imports petroleum Class "A" in quantity exceeding 300 liters produces a certificate of storage accommodation in form II of the Petroleum Rules, 1976, signed by him or his agent. Provided that quantities not exceeding 5 tones (5000 liters) petroleum Class "A" or quantities not exceeding 50 tones (50000) not exceeding 50 tones (50000 liters) of petroleum Class "B" may be discharged into lighters or boats with the previous approval of the Deputy Conservator of Ports. Provided further that petroleum Class "C" otherwise than in Bulk may be landed in any quantity at the docks or jetties or discharged over side into boats, or lighters.

112. Cleaning.

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

113. Precaution within docks.

- (i) Every vessel discharging petroleum class "B" shall carry at each end a 10 cm wire pendant fitted at each end with an eye and the inboard end of the wire shall be placed on the nearest available bits and the outboard end shall hang within reach of water.(ii)The length of each such pendant shall be 15 fathoms and the same shall be lightly strapped to the rails.

114. Bunkering petroleum.

- No vessel shall bunker with petroleum from any boat or between sunset and sunrise and between sunrise and sunset bunkering of vessels with petroleum from any boat or barge will be permitted:-(a)at moorings in the stream,(b)at the jetties,(c)in the dry docks, if the Dock master/Harbour master is satisfied that the flash point of the petroleum is not below 65.5° C or 150° F

115. Precaution during bunkering.

- Every vessel loading petroleum for bunkers shall observe the following conditions:-(a)The Master or First Mate of the vessel shall be on board and shall be responsible for ensuring that bunkering rules are observed and that all reasonable precautions for safety are taken.(b)An officer of the vessel shall be on watch and an attendant shall be stationed at the flexible connecting pipe.(c)No smoking, cooking naked lights or forges shall be allowed within 40 meters of the flexible and inlet pipes.(d)A suitable gutter or other contrivance shall be placed under the connecting Pipes to prevent any petroleum dripping into the sea, wharves, jetties.(e)An attendant shall always be on duty at the pump of the vessel supplying the fuel.(f)Pollution of the harbour waters with petroleum products is strictly prohibited and the Agent/vessel will be held responsible.

116. Craft not allowed alongside.

- No inland vessel or small craft shall approach within 30.48 meters of:(a)a petroleum vessel bunkering or discharging in bulk.(b)a discharged vessel until all her openings are closed.

117. Certificate of boats and barges.

- No boat or barge shall transport petroleum in bulk within the port unless it has been licenced by the registering authority and also licensed by the appropriate authority in accordance with the Petroleum Rules, 1976.

118. Restriction on night works.

- No vessel shall load, discharge or transport Petroleum with in the port of A&N Islands between sunset and sunrise, provided that these rules shall not apply to bulk oil vessel discharging at oil berth in accordance with the provisions of the Petroleum Rules, 1976.

119. Transshipment of heavy petroleum.

- Any vessel may, with the consent in writing of the Harbour Master, transship to any other vessel Petroleum class "C" in bulk.

120. Prohibited discharge of bilges in the water.

- Vessel wishing to do so are to ensure that their Agent provide sullage barges for the purpose Penalty, up to Rs 5 Lakhs will be charged in accordance with Section 21 of Indian Ports Act, 1908.

121. Restriction on straw/wood.

- No fires or smoking or naked lights shall be permitted on any vessel carrying straw/wood products.

122. Gas free certificate for bulk oil vessels.

- (i) No bulk oil vessel shall be taken amongst other ships unless the vessel is proceeding to an oil berth (or in the case of a vessel carrying fuel oil only, in to a dock) or a certificate is produced from the competent authority, to the effect that he has examined the tanks, cofferdams, pump rooms and such other parts as deemed necessary with the aid of vapour testing instruments and certified by him in writing that such tanks, cofferdams, pump rooms and other parts of the vessel are free from petroleum and vapour of petroleum and the vessel is in fit state to enter the dock.(ii)The Master of all bulk oil vessels proceeding to dry dock shall produce the certificate referred to in Sub rule(1).(iii)No repair to any part of fitting of a petroleum tanker shall be carried out in the dry dock, or in wet dock unless such part or fitting has been examined by the competent authority, and certified by him in writing to be free from petroleum vapour or petroleum.(iv)the competent authority, while granting a certificate referred to in this Rule shall specify thereon the period for which and the conditions under which such certificate shall remain valid.(v)Provided that bulk oil vessel which has not carried petroleum of flash point below 15° F since her last gas free certificate wall granted and which is entering a dry dock for the purpose of hull painting and examination only, will be admitted in to dry dock on a certificate issued by the master of the vessel stating that the tanks have been properly cleaned out. If after entry in to the dry dock, it transpires that the vessel requires more intensive repairs, a gas free certificate shall be produced before such repairs can be undertaken.

123. Separate certificate for repairs to any compartments.

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

124. Gas free Certificate necessary in certain cases.

- Every vessel in the port which uses oil as fuel shall before carrying out any repairs in the bunkers obtain a gas free certificate from competent authority.

125. Officers on board.

- During the time any petroleum vessel is in the port, the master and chief engineer officer shall be on board to carry out and give effect to the provisions of these rules.

126.

During the time that petroleum vessel is loading or discharging or preparing to load or discharge petroleum, the Master and Chief Engineer shall be on board and shall see that every precaution is taken to ensure the safety of the vessel and its cargo and in particular that the boilers and machinery are maintained in working order so that the vessel may be moved without delay if so required by the

Harbour Master.Chapter-VIII Signals and Communication Net Work

127. Communication and nature of service.

- Ports of Diglipur, Mayabunder, Rangat, Port Blair, Hut Bay, Car Nicobar, Nancowry and Campbell Bay are equipped with HFRT/VHFRT and all sea-going vessels can communicate with these ports. Vessels should restrict signal traffic to safety, ship movement services and port operations only.

128. Procedure for signal transmission and reception.

(a)Only Radio communications from ship to shore and shore to ship shall, (as per the provisions of the station licence) be accepted and public correspondence of any nature is excluded from this network.(b)Following are the salient features of the service-(i)distress messages or replies thereto.(ii)urgency messages or replies thereto.(iii)safety messages or replies thereto.(iv)port operation and ship movement services.(v)obs/ weather services.(vi)ship reporting system/information pertaining to position, course, speed etc.(vii)Govt, communications.(c)Relay system. - The station in-charge shall relay the messages where necessary.(d)Dispatch of signals to addressees. - All agents/ship owners or other addressees are to depute their messengers for collection of messages/signals from the Port Control Towers and Port Communication Centre.(e)Assigned frequencies and schedules for the A&N Port Communication Network: -Coastal Radio Stations and the Port Control Towers shall maintain watch on Day frequency from 0600 to 2000 hours and on night frequencies from 2000 to 0600 hours for HF/VHF Radio Telephones. Stations Posted two Operators shall maintain watch between 0500 to 2000 hours and station Posted with single Operator between 0830 to 1630 hrs.(f)Prohibition on HF Transmission: -No HF Transmission is permitted within the port limits and vessels at anchorage should maintain/constant/continuous watch on VHF channel allotted for port operations and ship movement service.(g)Prohibition of Transmission:-All vessels are forbidden to carry out unnecessary transmission of superfluous signals. Unauthorized transmission or reception of private nature is Prohibited.(h)Infringements/misuse:-Signal language/Marine vocabulary is to be used for Communication. No indecent/slang language is permitted on the circuits. Infringement of Radio Regulations/conventions shall be reported to the appropriate Authority. Whenever language difficulties arises, International code of signal shall be used.

129. Maintenance of service documents.

- All stations shall maintain the service documents (ITU) for radio communication as required under Wireless Telegraphy Act 1885 (13 of 1885). These stations shall be periodically inspected by the Wireless Inspector of Ministry of Telecommunications. The station in-charges are to ensure that licences are kept in prominent place in the Radio room of the Port Control Towers/Coastal Radio Stations.

130. Qualification of Port Control Towers/Coastal Radio Stations Operators: (Certificate of Competency).

(a)(i) Operator should possess Certificate of Competence issued under rule 130. (ii) Authority issued to operate GMDSS (General Operators Certificate) under Wireless Telegraphy Act, 1885/IMO convention. (b) Syllabus for issuing Certificate of Competence under Rule 130 of (a) (i):- Knowledge of International Code of Signals, Indian Ports Act, 1908, rules notified for Port Operations, knowledge of Maritime Buoyages systems "A", Rules of the Road, Radio regulations, local lights, code of storm signals for Indian Maritime Ports safety rules, knowledge for operation of tide gauges, Basic knowledge in Computer and other subjects decided by the faculty Board. (c) Following are the faculty members and Chief Examiner of Board for examining probationary operators under rule 130 (b) and for issuing certificate of competency under rule 130 (a) (i).

- | | |
|---|------------------|
| (i) Deputy Conservator of Ports A&N Islands, Port Blair. | - Chief Examiner |
| (ii) Officer-in-charge Communication Centre, Fortress Headquarters, Port Blair. | - Faculty Member |
| (iii) Manager (ports Signal and Operations) Officer-in-charge Port Control Towers Coastal Radio Stations, Port Blair. | - Faculty Member |

131. Log books required to be maintained by the Port Control Tower.

(a) Official Log (Signal):- Duty Signal Operator is to log all visual observation made on movement of vessels. The Log Book should contain following information:- (i) Sighting time of the vessel. (ii) Direction and approach instruction given. (iii) Berthing instruction given. (iv) Vessel's position while passing various navigational points. (v) Time of signal made to port as per Chapter VI of Indian Port Act, 1908 and Local Signals made to Port. (vi) Pilot's boarding and disembarkation time. (vii) Port craft and Pilot Launches arrangement time for port operations. (viii) Particulars on placement/display of storm signals (day and night). (ix) Vessel's anchor position and time of anchoring. (x) Tide, sun rise and sunset particulars. (xi) State of Navigational aids, Communication equipment and state of ships during sun rise and sun set in the harbour. (xii) Berthing time and vessel state at the wharves/jetties indicating the bollard numbers. (xiii) Observation made on rafting, movement of harbour craft, ferries and landing/taking off of sea planes. (xiv) Particulars on identification of vessels passing/approaching the port. (xv) All other observations made on safety of vessel including dragging of anchors and signals made/observed as shore life-saving station. (xvi) Vessel arrival draft (forward, mid ship and aft). (xvii) Allocation of Port entry code. (xviii) Details of Local Weather. (xix) Details of Dangerous cargo on board. (b) Shipping register. - Shipping Register showing the particulars of vessels as per the Master arrival notification (viz, NRT, GRT, Arrival time, Master's Name Flag, Last Port of call, Port entry Number, Next Port of call, Port clearance number, cargo and passenger particulars) shall be maintained by the Port Control Towers. (c) Register pertaining to Port Operations. - For the purpose of realising the vessel related charges, voucher register shall be maintained showing the details of tug operations, piloting particulars (inward and out ward), berthing of vessels at various wharves/jetties any supply of fresh water through shore hydrants/barges. (d) Data entry Pertaining to Vessel related services: - Data

entry in respect of vessel related service is to be made in the Computer with appropriate Port entry code. After departure of vessel Bill has to be despatched to the ship owners/agents. Original vouchers along with Computer bill to be forwarded to the chief Accounts Officer for realization of revenue.(e)Procedure for maintenance of Logs/Registers:- All entries of official Log, VHF/HF Logs, Registers are to be initialed by the duty Operator. The official in-charge of the station shall initial every day and the officer-in-charge on Monthly basis. The abstract of the shipping register should contain following information:(i)Total gross tonnage of vessels called Port.(ii)Total net tonnage of vessels called Port.(iii)Total shipping days in the berths.(iv)Total number of Pilotage (inward and outward)(iv)Total number of passengers embarked and disembarked.(v)Total import and export cargo.(vi)Total earning of vessel related service.

132. Indian Merchant ship position Reporting system (Inspires).

- Port Communication Centre/Coastal Radio stations shall receive name of Master, Position of vessel at sea (Latitude and Longitude), Course, Speed, Flag, Last Port of Call and Next Port of Call. After receiving the report, information is to be passed through Fax/Telex to Fortress Commander A&N for information National grid and Director General Shipping, Mumbai.

133. Navtex.

- Coastal Radio Stations shall Broad cast weather Distress, Navarea and Marine Safety information in MF frequencies at 0403 UTC and 1033 UTC.

134. Global Maritime Distress Safety System (GMDSS).

- Port Blair Coastal Radio (CRS) and Nancowry Coastal Radio (CRS) shall maintain watch on International Distress frequencies (Digital Selective calling) on Terrestrial Communication (RT) and Narrow band direct printing system On receipt of distress Message, the Coastal Radio Stations should shift to distress traffic working frequencies for Distress Traffic and pass the Message to Search and Rescue Authorities (MRCC) for necessary action. Coastal Radio to Co-ordinate with Rescue Authorities for relay of information and other requirement. Distress messages are also to be relayed through SATCOM (IMARSAT) for alerting the ships at sea.

135. Special Regulations.

- No Foreign vessel is permitted to enter territorial waters of Andaman and Nicobar Islands without obtaining permission from the Government of India and Andaman and Nicobar Administration. On sight of such vessels, the Port Control Towers or Coastal Radio Stations to ascertain all information and inform higher authorities with all particulars through foreign vessel- Reporting System Sailing Yachts/Tourist vessels cruising Inter Island Ports are to report Coastal Radio Stations about their position at 0030 UTC and 1230 UTC and on receipt, the Coastal Radio Stations to pass the information to Fortan, COMCG, CID, IGP, IB and Secretary (Home) through foreign vessel reporting system.

136. Local Signals.

(a) All Signals shall be made vessels by using the International Code of Signals and shall be acknowledged by the code pendant being hoisted at the flag mast head. (b) Morse, Flags, Flashlights, Semaphore, VHF IHF radio telephone may be used as means for communicating with the Port Control Towers. (c) All vessels shall call Port Control Towers by using Flag 'Z' by day and by flashing 'Z' at short intervals by night. (d) All night signals shall be made in one hoist, with the lights in a vertical line one over the other not less than one meter apart. (e) Detail of Local signals (by day & by night) giving, their meanings is placed at Schedule-I.

137. Unsettled Weather.

- During unsettled weather, the Port Control Towers shall be reverted to Storm Signal Station and display Storm Signals (day and night) as per the directions received from Indian Meteorological Department. On receipt of the information, the duty operator to plot the depression/cyclone storm position in cyclone tracking chart and inform to his superiors/ships at sea and harbour. The duty operator to record wind speed/direction and Barometer pressure in Millibars on hourly basis.

138. Signals.

- All Signal Messages to be transmitted to the addressee be made in the prescribed signal form in the schedule-7. The signals should be drafted and released by an authorised officer. The specimen signature of the authorised officers should be made available at the Coastal Radio Stations and the Port Control Towers. All Govt/ Communications, Private signals, classified matters are to be cleared by the officer-in-charge before transmission.

139. Repeal saving.

- The Andaman and Nicobar Islands (Entry of sea-going vessel in Ports) Rules, 1972 are hereby repealed, Notwithstanding such repeal, anything done or any action taken under the previous Rules shall be deemed to have been done or taken. under the corresponding provisions of these Rules.

Schedule 1

(Sea Rule 136)(a) Signal to be shown/hoisted by the vessels arriving at the Port or with in Port limits.

	Signal	Where Hoisted	Signification
Day	Night		
1	2	3	4
Q	White	To be hoisted where best	My ship is Healthy
	over	seen	I request free pratique

	Red		I Had not received free Pratique.
Flag	To be hoisted where best	My ship is suspected.	
QQ		seen.	
QL	White	To be hoisted where best	My ship is infected.
	Over Red	Seen.	
	White	To be hoisted where best	My ship is infected
QL	Over Red	Seen.	
Red/Blue Ensign		To be lowered half Mast	Death on board while in port limits.
Pilot/Jack	White	To be hoisted where	Pilot is required
GOLF		best seen	
DQ	Red	To be hoisted where	Am on fire and
	over Red	best seen.	require immediate assistance.
DV	Red	To be hoisted where	Have sprung a
	over white	best seen	leak and require
	Over Red		immediate assistance.
DZ	Red	To be hoisted where	Require immediate
	over white	best seen	assistance.
	Red	over	
Bravo	Red	To be hoisted where	Have Kerosene Oil or
		best seen	Petrol on board.
Bravo	Red	To be hoisted where	Have explosives on board

		best seen.	board (Note: Vessels having any quantity of explosives other than for their own use make use of signal).
ST	Red	To be hoisted where	
	over Red over white	best seen	want Police.
	Red over White	To be hoisted where best seen.	Parted moorings.
YA	white over Red	To be hoisted where best seen	Require Tug.
Whisky	white Over White	To be hoisted where best seen.	Want Doctor or Medical assistance.
November	Green over Green	To be hoisted where best seen.	Request permission to enter harbour.
Foxtrot	white over Green	To be hoisted where best seen	Request permission to leave harbour
YJ	-	To be hoisted where best seen	Require fresh water.

(b) Signal to be hoisted/displayed at Flag Staff of Port Control Towers:

Day	Signal	where hoisted	Significance
Night			
Labell			
(a) Andaman and Nicobar storm signals (General System)	Flag staff	Flag staff	As detailed in the Code of storm signals for Indian Maritime Ports.

- | | |
|-------------------------|---|
| (b)Two spherical shapes | White Flag staff Channel is clear and permission is over
Green |
| (c) Flag N | Green Flag Staff Permission granted/channel is and you may enterharbour.
over
Green |

Schedule 2

Form A(See Rule 21)Port Management Board, Andaman and Nicobar IslandsLicence of minimum CrewI.....Dy. Chairman, Port Management Board, A&N Islands, do hereby licence under Rule 21 of the Andaman & Nicobar Islands Port Rules, 2003, the S.S/M.V.....of which.....is Master, to remain at her present moorings/anchorage/berth in the said Port having on board the crew specified below:Provided always that on its revocation under Rule 22 of the said Rules, or on breach of any of the conditions written hereunder this licence shall absolutely cease and determine.Conditions of LicenceThe vessel must remain at.....or such other moorings/anchorage/berth within the said. Port as are allotted by an officer duly authorised by the Board in that behalf for the period fromtoThe reduced crew must consist ofSignature of Licencing Authority.....

Date..... Designation : Chief Port Administrator
Place : Port Blair.

Schedule 3

Form B(See Rule 22)Port Management Board, A&N IslandsRevocation of LicenceI..... Chief Port Administrator, A&N Islands, do hereby revoke the licence in form A granted to the S.S/M.V to remain in the said port with reduced crew specified in the licence.Signature Licencing Authority..... .

Date..... Designation : Chief Port Administrator
Place : Port Blair.

Schedule 4

Form CPort Management Board Andaman & Nicobar IslandsLicence To Lie Without CrewSea Rule-23I.....Dy. Conservator of Port, Port Blair do hereby grant under Rule 23 of the Andaman & Nicobar Port Rules, 2003 a licence that S.S/M.Vof which.....is Master, moored in the following creek, river, anchorage, berth or dock.....shall be exempted from the provisions of Rule 20 of the said Rules, Provided that during this period she remains in the said creek, river, anchorage, berth or dock.Signature of Licencing Authority.....

Date..... Designation : Chief Port Administrator

Place : Port Blair.

Schedule 5

Form DSea Rule - 67Port Management Board, Andaman & Nicobar IslandsApplication for
RegistrationOwner's name and

address.....

name and

address.....

of float/boat.....Nature of licence, cargo or Passenger, held or

required.....The undersigned, Owner/Agent of the float/boat described above

requests that it may be registered in accordance with Rule 66 of the Andaman and Nicobar Port

Rules 2003.Signature of Owner/Agent.....Residence

.....ToThe Dy. Conservator of Ports, Port Blair.

Schedule 6

Form E(See Rule 69)Port Management Board, Andaman & Nicobar IslandsApplication for the
Licence of each Float/boat

Branded No.	Description of boat.and Class	Tonnage	Number ofOars Crew	Serang Nameage Height
-------------	-------------------------------	---------	--------------------	-----------------------------

Number of Passengers.....The undersigned Owner/Agent of the float/boat described
above requests that his float/boat may be licenced in accordance with Rule 67 of the Andaman &

Nicobar Islands Port Rules, 2003, to ply as float/boat.Signature of Owner/Agent.....Residence

.....Dated.....ToThe Deputy Conservator Ports,Port Blair.Copy to:The Harbour
Master, PMB, Port Blair.The MMD Surveyor Incharge, Port Blair.

Schedule 7

(See Rule 138)Port Management BoardAndaman and Nicobar IslandsSignal Form

Form	Message No. Date:
To	Security classification
Info	
Originator No	Special Instruction

For operators use Receipt

Date/Time

System

Signature

SIG

Despatch Drafter's Name

Signature

Releasing Officer name

Signature

IN

OUT (SEAL)