

# The Port Rules Of The Port Of Madras, 1962

UNION OF INDIA

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### Rule THE-PORT-RULES-OF-THE-PORT-OF-MADRAS-1962 of 1962

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**2020.**

G.S.R. 655, dated 12th May, 1962. - In exercise of the powers conferred by sub-section (1) of Sec. 6 of the Indian Ports Act, 1908 (15 of 1908), and in supersession of the Port Rules of the Port of Madras published with the Notification of the Government of Madras in the Marine Department No. 53, dated the 15th June, 1889, the Central Government hereby makes the following Port Rules for the Port of Madras, the same having been previously published as required by sub-section (2) of the said section.Port Rules

#### 1. Short title.

- These rules may be called the Port Rules of the Port of Madras, 1962.

#### 2. Entering or leaving port.

(a)No vessel shall enter or leave the harbour at any time without having on board a Pilot, unless authority in writing to do so has been obtained from the Deputy Conservator of the Port.(b)All sea-going vessels, on entering or leaving the port between sunrise and sunset, shall fly their national flag, and when entering port, each vessel shall show her number.(c)Every vessel entering or leaving the harbour shall be provided with an efficient pilot ladder in compliance with the Indian Merchant Shipping (Pilot Ladder) Rules, 1953. If a pilot considers the rope ladder or man-ropes provided by a vessel to be unsafe, he may refuse to board or leave her, as the case may be, until a strong and efficient ladder and stout man-ropes are provided as required.(d)Not more than one vessel shall enter or leave the harbour at the same time.Notes. - (1) A vessel may leave the harbour without

having on board a Pilot under stress of weather if the Master obtains authority to do so by signal from the Deputy Conservator of the Port.(2)The Port Trust Board, being the Conservator of the Port have in accordance with Sec. 31(1) of the Indian Ports Act, 1908, authorised the Deputy Conservator of the Port to issue an order to the effect that all mechanically propelled vessels of 100 tons or under will be free to enter or leave or be moved in the Port without having a Pilot, harbour master or assistant of the Port officer or harbour master on board, provided that the vessels in question are not sea-going vessels and provided further that they comply with the provisions of any other laws or rules for the time being applicable to them.

### **3. Berths of vessels.**

- All vessels within the Port shall take up such berths as may be assigned to them by the Deputy Conservator of the Port and shall change their berth when required by him. Notes. - (1) No immobilised vessel will be shifted without the orders of the Deputy Conservator of the Port.(2)Whenever the services of the second tug are utilised at the discretion of the Pilot, the charges thereof shall be separately paid by the vessel.(3)The Port Trust Board, being the Conservators of the Port, have, under Sec. 8 (1) of the Indian Ports Act, 1908, issued the following direction to the Deputy Conservator of the Port for his guidance in giving effect to this rule: Any vessel carrying dangerous goods, i.e., goods which are likely to cause risk or danger to any person or to themselves or to any other property from inherent vice, shall not be berthed at any berth inside the harbour, if, having regard to the quantity and nature of dangerous goods carried on such vessel, her presence inside the harbour constitutes in the opinion of the Deputy Conservator of the Port undue danger to the port. Every decision of the Deputy Conservator of the Port in this respect shall be reviewed by the Board before it is given effect to by the Deputy Conservator of the Port

### **4. Discharge of rubbish overboard prohibited.**

- Ballast and rubbish shall not be thrown overboard within the limits of the port. If ashes, clinkers, sweepings or any rubbish are stowed on deck, care must be taken when washing decks that they are not washed overside. Oil tankers are not allowed to pump out their bilges.

### **5. Closing of hatchways when not working.**

- Vessels, when not working, cargo shall have all hatchways closed or well protected.

### **6. Keeping free passages.**

- The entrance to the harbour, the spaces between the different moorings within the harbour, the spaces in the vicinity of the quays and the harbour walls, shall be kept clear to the extent that may be required by the Deputy Conservator of the Port.

## **7. Moving and warping.**

(a) All vessels within the port shall be moved or warped from place to place as required and by such means or appliances as may be ordered by the Deputy Conservator of the Port. (b) No vessel shall cast off a warp that has been made fast to her to assist a vessel moving, without being required to do so by the harbour master or Pilot.

## **8. Fire and lights.**

(a) No vessel shall be fumigated except at a place appointed by the Deputy Conservator of the Port for the purpose. (b) Pitch or dammer shall not be heated on board vessels within the port, but in a boat alongside or astern, nor shall spirits be drawn off on board such vessels by candle or other unprotected artificial lights. (c) Vessels, while loading cotton, shall not have any unprotected lights in the hold. (d) When gun-powder, ammunition or other explosives in excess of 45 kgms. (100 lbs) weight are being shipped on board, or being discharged from any vessel within the limits of the port, neither fires, lights nor smoking are under any circumstances to be permitted on board, except as provided in the Explosives Rules, 1940.

## **9. Signal Lights.**

- The master of any vessel arriving within the Port with ammunition explosives of over 45 kgms. (100 lbs) in weight of gun-powder on board as cargo, shall display a red flag 'B' of the Commercial Code at the fore during daylight, and between sunset and sunrise shall exhibit when a tanker, a red light over the usual anchor light for such time as the ammunition, explosive or gun-powder may be on board within Port limits. The use of 'sound signals' for attracting attention is prohibited on board vessels while within the limits of the Port, except for the purpose specified in regulations 15, 28 and 31 of the International Regulations for Preventing Collisions at sea and in case of emergency, where assistance from the shore is urgently required in the interest of the safety of the vessel or when the Pilot in charge thinks fit to do so.

## **10. Number of crew.**

- All vessels within the Port shall have on board a sufficient number of crew to perform any duties which may become necessary for the safety of the vessel in any emergency.

## **11. Employment of persons engaged in cleaning or painting vessels.**

- No person shall be employed in cleaning or painting a vessel or in working in the bilges, boilers or double bottom of a vessel in the Port either before or after the hours which may be fixed from time to time by the Conservator of the Port for such purposes.

## 12. Bathing in the harbour.

-Bathing is strictly prohibited in the harbour on account of the sharks which infest it.

## 13. Signals to be made by vessels at the Port of Madras.

(a) By vessels. All necessary signals can be made by vessels by using the International Code of Signals and they will be acknowledged by the answering pendant being hoisted at the Signal Station masthead. Communications by the Morse and Semaphore Codes may be made to the Port Signal Station by day and by night, using flag 'Z' by day and flashing 'Z' at short intervals by night to call up station. All the night signals shall be made in one hoist, the lights being a vertical line one over the other not less than 1 metre (3 feet) apart with the exception of single light signals and of the second and the third signals which are to be hoisted as indicated against them:

Signal	Where hoisted	Signification
Day	Night	
Flag Q		To be hoisted where best seen.
To be shown where best seen, the lights being not less than 1 metre (3 feet) apart		My ship is healthy and I request free pratique.
I have not received free pratique.		
Flag QQ		To be hoisted where best seen.
To be shown where best seen, the lights being not less than 1 metre (3 feet) apart		My ship is suspected
I have not received free pratique.		
Flag QL		To be hoisted where best seen.
To be shown where best seen, the light being not less than 1 metre (3 feet) apart		My ship is infected.
I have not received free pratique.		
Ensign and House Flag		To be lowered mast half mast.
Pilot Jack		Masthead
Flags DQ		Where best seen, masthead, signal yard
		Death on board while in port limits.
		Harbour Master is required.
		Am on fire and require immediate assistance

		arm, orstay signal halliards.	
Flags DV		Where best seen, masthead, signal yard arm, orstay signal halliards.	Have sprung a leak and require immediate assistant.
Flag DZ		Where best seen, masthead, signal yard arm, orstay signal halliards. = Indicates a white light. = Indicates a red light.	Require immediate assistant.
Flag B and RKO		B to be hoisted at fore masthead. R at the mainmasthead KO	Have kerosene oil or petrol on board
Night signal at the fore.			
Flag B		B to be hoisted at fore masthead.	Have explosive on board.
Night signal to be hoisted at the mainmasthead.	(Note.- Vessels having any quantity of explosives other than for their own use should make use of this signal.)		
Flag ST		Where best seen, masthead, signal yard arms or stay signal halliards.	Want Police
Flags A			Have parted moorings.
N	-----Do-----		
G			
Flags Y			
A	-----Do-----	Require tug.	
Flag W			
-----Do-----	Want doctor or medical assistance.		
		= Indicates a white light.	

= Indicates a red light.

Signal	Where hoisted	Signification
Day	Night	
Pendant No. 4	Nil Foremasthead.	Approaching the harbour.
Flag N	Nil Do	Approaching out of the harbour.
Flags Y, J	Nil Where best seen, masthead, signal yard arm, or stay signal halliards	Require fresh water.
Flags S, I, X	Nil Where best seen, masthead, signal yard arm, or stay signal halliards.	Require, Binny's Madras

(b) Signals made at the Madras Port Signal Station flag staff. (i) Day Signals

Signals	Where hoisted	Signification
Madras Storm Signals	South yard arm	As detailed in the chapter on Cyclone Code.
Flag N	Masthead	A vessel in harbour requires a pilot.
Pendant No. 4	-Do-	A vessel is in sight.

Note. - A black ball at the masthead of the Signal Station indicates a vessel in the harbour is underweigh, or about to get underweigh, and that incoming vessels should allow plenty of sea-room. Flag N is hauled down on the Signal Station after the Pilot has boarded the outgoing vessel. (ii) Night Signals

Signals	Where hoisted	Signification
Madras Storm Signals	Flag Staff	As detailed in the chapter on Cyclone Code.
One white light	Masthead	Vessel (either inside or outside the harbour) requires a pilot.

When a Pilot on board a vessel outside the harbour intending to enter, sees the 'N' of the Commercial Code at the masthead of a vessel inside, or a black ball at the masthead of the Signal Station, he must wait outside until the vessel flying the 'N' has left the harbour taking care to allow the outgoing vessel plenty of sea-room; if the 'N' is lowered to half-mast, he may then enter.