

Calcutta Port Rules, 1943

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No. 9-P(19)/42, dated 3rd December, 1943. - In exercise of the powers conferred by sub-section (1) of Sec. 6 of the Indian Ports Act, 1908 (15 of 1908), and in suppression of the rules published with the notifications of the Government of Bengal in the Marine Department, Nos.82-Marine, and 7-Marine, dated the 15th July 1919 and the 20th February 1934, respectively, the Central Government is pleased to make the following Rules for the Port of Calcutta, the same having been previously published as required by sub-section (2) of the said section, namely Rules

Part I

Preliminary

1. Short title. - These rules shall be called the Calcutta Port Rules.

2. Definitions. - In these rules, unless there is anything repugnant in the subject or context,

(a)"Port of Calcutta" means the Port of Calcutta as defined in the notification of the Government of Bengal in the Marine Department, [No.13- Marine, dated the 14th February 1929;](b)"port" means the Port of Calcutta and the navigable river and channels leading to it in which the Indian Ports Act, 1908 (15 of 1908) is, for the time being, in force;(c)"the Commissioners" means the Commissioners for the Port of Calcutta constituted under the Calcutta Port Act, 1890 (Bengal Act 3 of 1890), and appointed to be Conservator of the Port of Calcutta and the navigable river and channels leading to it under the Indian Ports Act, 1908 (15 of 1908);(d)"Director, Marine Department" means the officer appointed by the Commissioners as Conservator of the Port of Calcutta and the navigable river and channels leading to it, to exercise or perform, subject to their control, their functions as such under the Indian Ports Act, 1908 (15 of 1908);(e)"Harbour Master (Port)" means the officer appointed by the Commissioners to have charge, under the supervision of the Director, Marine Department, of the berthing, mooring and movement of all vessels within the Port of Calcutta.(f)"Howrah Bridge"

means the bridge constructed and maintained under the provisions of the Howrah Bridge Act, 1926 (Bengal Act 4 of 1926);(g)"navigable channel" means that portion of the river Hooghly used from time to time by sea-going vessels and sea-plants and defined by navigational marks and buoys;(h)"daybreak" means half an hour before sunrise;(i)"dark" means half an hour after sunset;(j)"Master" when used in relation to any vessel, means any person (except a pilot or harbour master) having, for the time being, the charge or control of the vessel; (k) "vessel" includes every description of water craft, other than a "seaplane" on the water, used or capable of being used as a means of transport on water;(i)"vessel under way" means a vessel not at anchor or made fast to the shore or aground;(m)"sea-going vessel" means every description of vessel used in sea-navigation or notified as "sea-going" by the competent authority;(n)"power driven vessel" means any vessel propelled by machinery;(o)"inland steam vessel" means any vessel which is subject to the provisions of the Inland Steam-Vessels Act, 1917 (1 of 1917);(p)"ferry steamer" means every description of inland steam vessel which regularly plies on a fixed route within or partly within and partly without the port;(q)"small craft" means every description of vessel not being a sea-going vessel or an inland steam which is used for the conveyance by water of human beings or of property;(r)"boat" means every kind of small craft by whatever name described not mechanically propelled;(s)"flat" means a decked-in boat which can ply only in tow of an inland steam vessel;(t)"passenger boat" means any boat which ordinarily carries other persons in addition to the manjhi or boatman in charge and the crew;(u)"cargo boat" means any boat which ordinarily carries all kinds of movable or personal property, including animals;(v)"sea-plane" includes a flying boat and any other air-craft designed to manoeuvre on water or notified as 'sea-plane' by the competent authority;(w)"ton" means a ton as determined or determinable by the rules for the time being in force for regulating the measurement of the net tonnage of British ships except in the rules for licensing and regulating flats or boats where "ton" means a ton as determined by the provisions of rule 65.

3. Application. - These rules shall, unless it is otherwise stated, be applicable only within the Port of Calcutta.

The provisions of these rules relating to sea-going vessels shall also apply to sea-planes; but where, as a result of their special construction, it is not possible for sea-planes to comply fully with the provisions specifying the carrying' of lights and shapes they shall be complied with as far as circumstances permit. Nothing contained in these rules shall affect the provisions of:(a)any rules made by the Central Government under the Petroleum Act, 1934 (30 of 1934);(b)any rules made by the Central Government under the Obstructions in Fairways Act, 1881 (16 of 1881);(c)any rules made by the Provincial Government under the Inland Steam-Vessels Act, 1917 (1 of 1917);(d)any bylaws made by the Provincial Government or the Commissioners under the Howrah Bridge Act, 1926 (Bengal Act 4 of 1926); and(e)any bylaws made by the Commissioners under the Calcutta Port Act, 1890 (Bengal Act 3 of 1890).

Part II

Rules For Sea-Going Vessels

4. Restriction on movement. - Every vessel shall, as and when ordered by the Director, Marine Department or Harbour Master (Port), move to or from any berth, mooring or anchorage in the Port provided that below Garden House all sea-going vessels shall proceed up or down the river under the direction of an officer of the Calcutta Pilot Service.

4.

-A. Prevention of collisions at sea. - (1) Every vessel under the charge of a Pilot, while navigating the River Hooghly, shall be governed by International Rules for preventing collisions at sea, as modified or supplemented by local rules prescribed by the Commissioners for navigation in the River Hooghly. (2) Any shipowner may apply to the Harbour Master (Port) of the Harbour Master (River) for a copy of the said rules.

5. Regulation of berths and moorings. - All sea-going vessels shall take up the berths or moorings or occupy the places appointed for them by the Director, Marine Department or Harbour Master (Port), and move from any berth, mooring or place to any other berth, mooring or place to the direction and under the charge of any duly authorised officer of the Commissioners:

Provided that between Budge Budge and Garden House sea-going vessels inward or outward bound shall move to the direction and under the charge of an officer of the Calcutta Pilot Service.

6. Applications for assistance to Harbour Master (Port). - All applications for sea-going vessels to be hauled or cast off from, moorings or for any other assistance shall be made either personally or by letter, to the Harbour Master (Port).

7. Use of tugs. - Every sea-going vessel wishing to move within the port shall employ such tugs for the purpose as are, in the opinion of the Harbour Master (Port) or Pilot in charge, necessary for her safety.

8. Steam pressure. - The master of every sea-going vessel entering or leaving any mooring of any Dock or Jetty berth under her own steam shall be responsible for the maintenance of sufficient pressure of steam to work her engines at full speed, ahead or astern as may be required.

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

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

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

12. Mooring of vessels. - No person shall moor any sea-going vessel in any manner other than that prescribed by the Director, Marine Department or Harbour Master (Port), or alter without the permission of the Harbour Master (Port), the mooring of any sea-going vessel save for the purpose of easing undue strain or of taking up undue slack.

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

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

(a)shall have her best hawsers made fast to the flood moorings or to her own chains close to the moorings and hove taut with sufficient train to relieve the jerk on the chains and bits when the bore makes;(b)shall take up bore anchor moorings whenever required to do so by the Director, Marine Department or Harbour Master (Port);(c)shall, if so required by the Harbour Master (Port), have power ready on her main engines, steering gear, windglass and winches for immediate use in an emergency.

15. Trial of engines. - No sea-going vessel occupying moorings in the docks or in the stream or lying at a dock berth shall turn her screws without giving sufficient warning to all boats in the vicinity. During engine trial, screws may only be turned at dead slow speed for short periods, in each direction. No trial under steam shall be made by a vessel lying alongside the Calcutta or Garden Reach Jetties except by direction of the Assistant Harbour Master or

Pilot in charge.

16. Dismantling of engines. - No sea-going vessel shall, without the permission of the Director, Marine Department or Harbour Master (Port), dismantle her engines or otherwise render herself incapable of movement.

17. Storm signals. - When storm signal No. VIII, IX or X is hoisted on the flagstaff at the Commissioners' Office, Koilaghat Street, the flagstaff on the clock tower at the entrance to Kidderpore Docks and the flagstaff on the House of the Assistant Harbour Master or Pilot at Budge Budge or other authorised position in the port the Masters of all sea-going vessels shall immediately take every precaution in their power to make their vessels snug and secure, and in particular shall keep a second anchor ready for letting go.

18. Crews for vessels. - Subject to the provisions of rules 19, 20 and 21, all sea-going vessels in the port shall have on board a sufficient number of crew to perform any duties which may become necessary for their safety or movement in any emergency.

19. License for smaller crew. - Whenever any sea-going vessel is laid up in any berth or mooring specially allotted to her for that purpose, it shall be lawful for the Commissioners by the hand of their Chairman to grant for a stated period a license, in Form A of the Schedule authorising the vessel to remain at her berth or mooring with the minimum crew specified in that license.

20. Revocation of license. - It shall also be lawful for the Commissioners, by the hand of their Chairman, in Form B of the Schedule to revoke the aforesaid license in Form A, and on and after the publication of such revocation, which shall be effected by pasting a copy thereof upon some conspicuous part of such vessel, the provisions of rule 18 shall apply to the vessel as if no such license had ever been granted.

21. License to lie without crew. - Whenever it shall appear to the Commissioners that any creek, river or dock is so situated that sea-going vessels without any crew therein may remain afloat in such creek, river or dock without danger to any vessels in any part of the port, it shall be lawful for the Commissioners to grant by the hand of their Chairman in Form C of

the Schedule a license exempting any such vessel from the provisions of rule 18 and if they think fit to revoke, or from time to time amend the aforesaid license.

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

22A. No sea-going vessel shall, without the permission of the Director, Marine Department, use any lights other than electric lights, provided that this rule shall not apply to emergency Navigation or riding lights.

23. Fires. - Fires on sea-going vessels shall be permitted only in galleys or properly constructed fire-places.

24. Fire-works. - The discharge of fire-works is prohibited on all sea-going vessels.

25. Measures during fire. - When a fire has broken out in any vessel, the masters of all sea-going vessels in neighbouring berths or moorings shall furl their awnings, get their force pumps and hoses ready for use and prepare to slip their cables or hawsers.

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

27. Projecting equipments. - No sea-going vessel lying above Garden House shall have projecting from her side any anchor, spar, or other equipment likely to cause damage to other vessels.

Signals

28. Sounding of whistles. - No sea-going vessel shall sound her whistle or siren except in accordance with the International Regulations for preventing collisions at Sea as modified for the River Hooghly :

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

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

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

31. Prohibition of private signals. - No signals excepting those authorised by the International Code of Signals shall be hoisted by a sea-going vessel without the authority of the Director, Marine Department or of the Assistant Harbour Master or Pilot-in-charge.

32. Signal lights. - Every sea-going vessel shall between dark and day-break exhibit the lights required by the International Regulations for preventing collisions at Sea. No other signal lights shall be exhibited except by direction of the Assistant Harbour Master or Pilot-in-charge.

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

34. Towing lights. - Every sea-going vessel in the port

(a) shall, when in tow astern, carry the lights required by rule 5 of the International Regulations for preventing collisions at Sea. (b) shall, when in tow of vessels lashed alongside both sides, carry only the white lights required by rule 3 of the said Regulations. (c) shall, when in tow of 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 rule.

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

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

(a)when towing ahead exhibit lights prescribed by rule 3 of the International Regulations for preventing collisions at Sea:(b)when towing alongside exhibit side lights only on the side away from the tow.

37. The additional white light mentioned in rule 2 (ii) of the aforesaid Regulations shall not be carried by a sea-going vessel in tow in the port.

38. Lights for vessels aground and vessels at anchor.-(1) Every sea-going vessel aground in the port in or near a fairway

(a)shall during night exhibit the lights required by rule 11(e) of the aforesaid Regulations, provided that such vessel shall, when in tow, exhibit immediately she starts to make way over the ground the lights required by rule 34 of these rules; and(b)shall, during day, hoist in place of the red lights mentioned in rule 11(e) aforesaid, three black balls.2 feet' in diameter and six feet' apart.(2)The black ball mentioned in rule 11(c) of the aforesaid Regulations shall not be carried by any vessel between Kalpi Road and Howrah Bridge i.e. from latitude 22°-4-51" N to latitude 22'-35°-4".

39. Sea-going sailing vessels. - Every sailing vessel classified as sea-going-

(a)shall, on arrival in the Port of Calcutta rig in her jib and driver booms and keep them so rigged until the pilot assumes charge for the purpose of taking her to sea. Yards and masts shall also be struck when so directed by the Harbour Master (Port). Top-gallant yards may be sent aloft 48 hours before the vessel leaves her moorings.(b)shall, from the 1st day of May to the 30th day of June, and from the 1st day of October to the 15th day of November, have her royal and top-gallant yards on deck, and mast-ropes rove in readiness to send the top-gallant mast down at short notice. All such vessels entering the Port of Calcutta between the said dates may be placed in moorings with their top-gallant masts and yards aloft, but their top-gallant yards shall be sent down within 24 hours after they are moored.Precautions Against Accidents

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

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

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

43. Exposure to sun. - No Master of sea-going vessel shall, from the 1st day of April to the 31st day of October inclusive, employ, or cause to be employed, between the hours of 9.A.M. and 4 P.M. any European seaman or apprentice for the purpose of cleaning or painting the vessel that necessitates the direct exposure of such seaman or apprentice to the rays of the sun.

Section II

Part III

Rules For Inland VesselsInland steam-vessels

44. Comprehensive Rules. - The provisions of rules 9, 10,11, 22, 23, 24, 28, 36 and 37 shall apply in relation to inland steam-vessels as they apply in relation to sea-going vessels.

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

46. Regulation of berths and moorings. - Every inland steam-vessels shall take up, or move to or from, any berth mooring or place when directed to do so by a duly authorised officer of the Commissioners.

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

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

48A. Regulation of routes. - Every inland steam-vessel passing under the Willingdon Bridge at Bally shall, when proceeding from North to South pass between piers Nos, 2 and 3, when proceeding from South to North, between piers Nos. 3 and 4.

49. Prohibited anchorage. - No inland steam-vessel shall anchor

(a)in Garden Reach between the Lower College Sand buoy and the Upper Panchapara Flat buoy; or(b)in Budge Budge Reach between the Fort Gloster buoy and the southern boundary pillars of the Port of Calcutta;(c)in the area Cossipore to Bally-between a line drawn north of Pran Nath Roy Chowdhuri's Ghat to a point 250 feet' north of Chuni Mull Khettri's Ghat on the right bank and a line drawn from the north end of the Cossipore Gun and Shell Factory on the left bank to a point 700 feet' south of Gardener's House on the right bank;(d)in the area Khardah to Barrackpore-between a line drawn 950 feet' north of Jagannath Ghat to a point 125 feet' north of a ghat at Titaghur Jute Mill on the left bank and a line drawn 700 feet' south of Jagannath Ghat on the right bank to a point 300 feet' north of the northern jetty of the Khardah Jute Mill on the left bank;(e)in the area Ichapur to Shamnagar-between a line drawn 350 feet' south of Durgamoni Ghat on the right bank to a point 1,200 feet' north of Shastitola Ghat on the left bank and a line drawn 350 feet' north of Cherbindi Ghat on the right bank to a point 850 feet' north of Harish Basu's Ghat, Shamnagar, on the left bank.

50. Free passages. - Every inland steam-vessel, at anchor or under way, shall at all times afford free passages of sufficient width to piers, jetties, landing places, wharves, quays, docks and moorings.

51. Navigation rules. - Inland steam-vessels navigating the River Hooghly navigate at all times as follows.

(a)between kidderpore Docks and Netaji Subhas Dock, on the edge of College Sand:Provided that no inland steam-vessel with a flat or flats in two when coming up on the flood tide between sunset and sunrise shall proceed above Subhas Dock until the ebb tide has made;(b)between Netaji Subhas Dock and Rajabagan Ferry Station, either close to the right bank or to the outer line of moorings close to the left bank of the River:Provided that every inland steam-vessel other than a stern wheeler, launch, tug or ferry steamer which has no other craft in tow shall when sea-going vessels are under way and about to turn either on the flood or ebb tide heave to on the College Sand if she is above the sea-going vessels and of the Union South Jute Mill if she is below them until such time as the sea-going vessels have completed the manoeuvre of turning round;(c)between Rajabagan Ferry Station and Akra Semaphore, on the edge of Sankral Sand;(d)between Akra Semaphore and Pair Serang Shrine, on the edge of Munikhali Sand;(e)between Pir Serang Shrine and the north end of Budge Budge, on the edge of Koffri Sand;(f)between the north of Budge Budge and the Premchand Jute Mill, near the right bank of the River and the edge of Budge Budge Sand: Provided that between Fort Gloster Flat Buoy and the Lothian Jute Mill no inland steam-vessel other than a stern wheeler,

launch, tug or ferry steamer which has no other craft in tow shall navigate the channel when sea-going vessels are turning or about to turn on either the flood or ebb tide;(g)between the Premchand Jute Mill and the upper end of Moyapur Bar, on the edge of Achipur Sand;(h)on Moyapur Bar, the Shallow tracks;(i)in Royapur Reach, on the edge of Royapur Sand;(j)in Royapur Bar, the shallow tracks;(k)in Brul Reach, on the edge of Brul Sand;(l)in Fisherman's and Fulta Reaches on the edge of Fulta Sand;(m)in Ninan Reach, on the edge of Shipgunge Sand;(n)in Nurpur Reach and in the vicinity of the James and Mary, the Western Gut: Provided that between the 15th August and 1st December they may navigate the Eastern Gut during the ebb tide;(o)from Hooghly Point to Hospital Point, the left bank of the River over Hooghly Sand;(p)from Hospital Point to the Silver Tree Point, the left bank of the River.

52. From Howrah Bridge down to and including Luff Point inland steam-vessels crossing or intending to cross from one side of the navigable channel to the other, shall not obstruct the passage of, or cause risk of collision with, any sea-going vessel which is using the crossing at the time, but shall slacken speed, stop or reverse and if necessary, turn round.

53. Restriction on speed. - Between Howrah Bridge and Garden House inland steam-vessels shall at all times proceed at a moderate speed: Provided that the Commissioners may by special direction exempt ferry steamers from the observance of this rule.

54. Unmooring during freshets. - Inland steam-vessels lying above Howrah Bridge shall not haul out of moorings from 15th June to 31st October during the last quarter of the ebb.

55. Storm signals. When a storm signal is hoisted on the flagstaff at the Commissioners' Office, Koilaghat Street, the flagstaff on the clock tower at the entrance to Kidderpore Docks and the flagstaff on the Assistant Harbour Master's house at Budge Budge or other authorised position in the port the masters of all inland steam-vessel shall immediately take every precaution in their power to make their vessels snug and secure.

55A. Inland vessels and bores. - No inland steam-vessel shall lie alongside a floating pontoon while a bore is making. Any inland steam-vessel lying alongside a floating pontoon when a bore is due, shall cast off and lie in the stream till the bore has passed, when it may, if so required, proceed alongside again.

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

57. Prescribed lights. - Every inland 'steam-vessel shall exhibit the lights prescribed in the rules made under the Inland Steam-Vessels Act, 1917 (1 of 1917).

58. Searchlights. - Inland steam-vessels are permitted to use search-lights for navigational purposes: Provided that no searchlight shall in any circumstances be directed so as to interfere with the navigation of any vessel under way.

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

Part IV

Rules For Flats And Boats

60. Comprehensive rule. - The provisions of rules 9, 10, 11, 24 and 37 shall apply in relation to flats or boats as they apply in relation to sea-going vessels; and the provisions of rules 45,46,47,48 clauses (c), (d), (e) of rule 49, and rules 50,55 and 55A shall apply in relation to flats or boats as they apply in relation to inland steam-vessels.

61. Boat registration and licensing. - No flat or boat shall ply whether regularly or occasionally, within, or partly within and partly without, the port, unless it has been registered and licensed on payment of the fees prescribed by the Commissioners whose Boat Surveyor shall at the time of registration brand on the flat or boat her registered number and tonnage :

Provided that no flat or boat required to be registered under the Registration of Barges Rules, 1952, shall be registered and licensed by the Commissioners, unless such flat or boat has been registered by the Registering Authority, Government of West Bengal and has had her registered number branded according to the provisions of the said Registration of Barges Rules, 1952, and no number shall be branded on such flat or boat by the Commissioners' Boat Surveyor.

62. Application for registration. - Every application for the registration of a flat or boat shall be made in writing to the Commissioners' Boat Surveyor in Form D of the Schedule and shall contain the following particulars :

(a)the owner's name and address, or(b)the name and address of his duly authorised agent in Calcutta;(c)a description of the flat or boat, and(d)nature of license, cargo or passenger, held or required,

63. Method of registration. - Every flat or boat requiring registration shall, if a flat, be placed at a convenient mooring or, of a boat be sent to the special licensing buoys at Sibpore for measurement under rule 65 by the Commissioners' Boat Surveyor who shall enter in a register, to be kept by him, the particulars mentioned in rule 62, together with all relevant measurements taken under rule 65: Provided that any flat may, on payment of the prescribed fees, be surveyed at the owner's workshops.

64. Cancellation of registration. - The registered number of a flat or boat shall remain in force as an identification number throughout the whole working life of the flat or boat unless

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

65. Method of measurement. - Every flat or boat shall for the purpose of these rules be measured

(i)for Cubic Capacity by the formula $L \times B \times D \times K = \text{Cubic Capacity}$ where L is the length in metres measured from the inside of the stem post to the inside of the stern post :B is the greatest breadth in metres measured from side to side inside the ceiling planks or inside the frames whichever measurement is less;D is the greatest depth in metres measured from a line extended from side to side across the uppermost continuous strakes to the upper side of the floor ceiling plank or to the upper side of the floor whichever measurement is less;K is constant dependent on the type of flat or boat and taken from the following table-Class I(a)Flush decked, square built and open boats and flats-K=0.9(b)Bazar boats where the brake forward and aft does not exceed 23 cros- K=0.8(c)Bazar boats where the brake forward and aft exceeds 23 cros-K=0.7.Class II - Open country boats known as(a)Jolly boats or powcoes-K=0.9(b)Hollahax-K=0.83(c)Bhurs and pensways-K=0.8(d)Dinghees, Bowleahs and Green boats-K=.064(e)Chotes-K=0.63:Provided that (i) for straw boats Capacity Cubic Capacity shall be measured by the same formula in which L and K are taken as above, andB is the breadth in metres measured inside the ceiling planks or inside the frames, whichever

measurement is the less, under the deck beam amidships. D is the depth in metres measured from the underside of the deck beam amidships to the upper side of the floor ceiling planks or to the upper side of the keelson whichever measurement is the less; (ii) For Freeboard (a) by taking, if it is a decked or open flat or boat of iron and steel, the figure in the column headed "F1" or "F2" as the case may be corresponding to the depth of the vessel (D) in accordance with the following table, the correction (C) being applied where the length (L) does not correspond with the depth.

D	I	F1	F2	C
m	m	cm	cm	cm
1.68	16.76	22	30	1.905
1.83	18.29	24	32	1.905
1.98	19.81	27	36	1.905
2.13	21.34	29	39	1.905
2.29	22.86	32	43	1.905
2.44	24.38	35	46	1.905
2.59	25.91	37	49	2.223
2.74	27.43	40	53	2.223
2.90	28.96	42	56	2.223
3.05	30.48	45	59	2.223
3.20	32.00	47	63	2.223
3.35	33.53	50	66	2.223
3.51	35.05	53	71	2.540
3.66	36.58	57	76	2.540
3.81	38.10	60	80	2.540
3.96	39.62	64	84	2.540
4.11	41.15	68	90	2.540
4.27	42.67	70	93	2.540

D=Depth, L=Length, F1=Freeboard for decked flats or boats of iron or steel, F2=Freeboard for open flats or boats of iron or steel, C=Correction to be applied to the freeboard for every 3.05 metres difference in length, (b) by taking if it is wooden boat either square built or country built, or a composite built boat, 8 cms, for every 30 cms. depth of hold, as measured under clause (i) above. (iii) for passengers by dividing the superficial area in square metre of the deck space available for passengers by 0.5574 and counting, if carried, two children below the age of 12 years or 74.64 kgs. weight of luggage as the equivalent of one passenger: Provided that for boats belonging to private firms or companies and used exclusively for the conveyance of their employees, the divisor shall be 0.3716 instead of 0.5574, (iv) for passengers and Cargo under clauses (i) and (ii) above.

66. Application for license. - Every application for license for a flat or boat shall be made in writing to the Commissioners' Boat Surveyor in Form E of the Schedule and shall contain the following particulars

(a)the owner's name and address, or(b)the name and address of his duly authorised agent in Calcutta,(c)a description of the flat or boat,(d)the registered number branded on the flat or boat by the Commissioners' Boat Surveyor, or the registered number marked according to the provisions of the Registration of Barges Rules, 1952, and(e)the name of the Manjhi in charge of the flat or boat.

67. Method of licensing. - Every flat or boat requiring a license shall, if a flat, be placed at a convenient mooring or, if a boat, be sent to the special licensing buoy at Sibpore for survey by the Commissioner's Boat Surveyor who, on payment of the prescribed fees, shall

(a)issue a license, if the flat or boat is found to be in good order and suitable for the purpose for which it is intended; or(b)indicate, if the flat or boat is not in good order, the repairs or alterations necessary before a license can be granted :Provided that any flat or boat may, on payment of the prescribed fees, be surveyed at the owner's workshops. Every flat or boat so licensed other than a flat or boat required to be registered under the Registration of Barges Rules, 1952, shall have her registered number in figures not less than 15 cms. high painted on both bows by the Commissioners' Boat Surveyor.

68. Manjhi's license. - No flat or boat shall be allowed to ply within the port unless it is in charge of a Manjhi licensed by the Commissioners. The Manjhi's license which is not transferable, shall ordinarily be issued at the same time as the flat or boat license. A Manjhi newly placed in charge of a flat or boat shall himself apply for a license to the Commissioners' Boat Surveyor and shall produce the license of the flat or boat in which his name shall be entered by the said Surveyor.

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

(a)an approved life buoy or a suitable approved substitute with a suitable life line attached to it of size not less than 1 inch's in circumference and 10 fathoms in length;(b)when under way when in tow or when waiting outside the entrance to the Kidderpore or Netaji Subhas Docks, the crew laid down in sub-rule (2).(c)when waiting empty at moorings laid for sea-going vessels, the crew laid down in sub-rule (2);(d)when laid up above Willingdon Bridge, one watchman only.(2)The crew for a flat or cargo boat

(i)not exceeding 10 registered metric tonnes (i.e. up to 29 cu.mts.) shall be-2 Dandess 1Manjhi;

- (ii) exceeding 10 registered metric tonnes but not exceeding 56 registered metric tonnes (i.e. from 30 cu. mts. to 157 cu. mts.) shall be-3 Dandees 1Manjhi;
- (iii) exceeding 56 registered metric tonnes but not exceeding 81 registered metric tonnes (i.e. from 158 cu. mts. to 277 cu. mts.) shall be--4 Dandees 1Manjhi;
- (iv) exceeding 81 registered metric tonnes (but not exceeding 102 registered mts)-metric tonnes (i.e. from 228 cu. mts. to 284 mts.) shall be-5 Dandees 1Manjhi;
- (v) exceeding 102 registered metric tonnes (i.e. from 285 cu. mts.)-6 Dandees 1Manjhi;

70. Passenger boat crew. - Every passenger boat plying in the port shall carry-

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

- | | |
|--|---------------------|
| (b) when under way or plying for hire, if she is licensed for not more than 10 passengers, a crew of | 2 Dandees 1 Manjhi; |
| not more than 15 passengers, a crew of | 3 Dandees 1 Manjhi; |
| not more than 20 passengers, a crew of | 4 Dandees 1 Manjhi; |
| not more than 25 passengers, a crew of | 5 Dandees 1 Manjhi; |
| not more than 30 passengers, a crew of | 6 Dandees 1 Manjhi; |
| not more than 35 passengers, a crew of | 7 Dandees 1 Manjhi; |
| (c) when laid up for the night or when lying at anchor if she is licensed for not more than 15 passengers, a crew of | 1 man |
| not more than 20 passengers, a crew of | 2 men |
| not more than 30 passengers, a crew of | 3 men |
| more than 30 passengers, a crew of | 4 men |

71. Load line. - Every flat or boat exceeding the registered measurement of 28 cu, mts. shall have her load line, which shall at not time be submerged, indicated by a conspicuous mark cut into the hull and painted white on dark ground. This mark shall be made by the Commissioners' Boat Surveyor at the time of registration.

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

73. Inspection of licenses. - Every manjhi in charge of a flat or boat plying in the port shall carry his own license and the license of his flat or boat, each of which shall be produced whenever it is required by the Port Police or by an officer duly authorised by the Commissioners.

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

74. Duration of licenses. - Every license granted under these rules shall continue in force for one year from the date on which it is granted unless it is duly revoked.

Every expired or revoked license shall be surrendered to the Boat Surveyor without delay.

75. Extension of license. - An extension of license may be granted for a period not exceeding 3 months at a rate of one-sixth of the annual license fee per month or part of a month :

Provided that no such extension shall be granted until the flat or boat has been surveyed and found to be in good order and suitable for the purpose for which it is intended. Notwithstanding anything contained in this rule, an extension of license for a period not exceeding three months may be granted without a survey in case of a boat held up outside the Port of Calcutta and its navigable river and channels.

75A. Renewal or extension of license under certain circumstances. - (1) The owners of boats and flats plying within the Port shall be responsible for renewal or extension of licenses, granted for such vessels, immediately on the expiry of such licences unless the vessels are completely laid up or cease to ply in the Port-at that time. When the boats or flats are not actually plying at the time of renewal or extension of licences, the owners shall inform the Commissioners' Superintendent, Boat Registration within a week therefrom.

(2) Failure to comply with the provisions of sub-rule (1) shall, without prejudice to the other rights of the Commissioners, render the owner liable to be charged license fee from the date of expiry of the license at such enhanced rate as may be laid down by the Commissioners not exceeding three

hundred rupees per licence.

76. Refusal of license. - The Commissioners may in their discretion refuse any application for the issue or extension of a license.

77. Re-measurement. - The owner or agent of a flat or boat which has been altered in dimensions during the currency of its license shall at once send it to the Commissioners' Boat Surveyor for re-measurement.

78. Re-survey. - The Commissioners may at any time direct a licensed flat or boat to be re-surveyed, without charge to the owner.

79. Transfer of ownership. - Every transfer of ownership shall be duly notified to the Commissioners' Boat Surveyor by a letter accompanied by the boat license, the instrument of transfer, and the certificate of registry on which the said Surveyor will make a suitable endorsement. Before making such endorsement, the Boat Surveyor shall satisfy himself that all charges due to the Commissioners have been paid and if he finds that any such charge is outstanding, he shall refuse to make the endorsement until all the charges have been paid and a full discharge, therefore, is produced before him.

80. Loss of boat. - If a flat or boat is broken up or lost, the owner or agent shall, without delay, return the Certificate of Registry to the boat Surveyor for cancellation.

81. Unlicensed boat with cargo. - Every flat or boat arriving in the Port of Calcutta without a license or with a license which has expired and wishing to discharge cargo shall at once apply for an unloading permit at the nearest Inland Vessels Wharves Toll Office and deposit with the Cashier in charge the sum of rupees eighty, the maximum license fee payable for one year.

Any flat or boat discharging cargo under this rule shall, within 15 days of the date of entering the Port, or if a straw boat, within 30 days, proceed for survey and license to the licensing buoy at Sibpore. Any balance of the deposit remaining after payment of the prescribed fees for licensing shall be refunded to the party concerned.

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

83. Rates of hire. - Passenger boats plying for hire shall not charge rates of hire exceeding those given below

****Perhead ****

****Perboat****

TRIP	Passenger disembarking between 6 A.M. and 6 P.M.	Passenger disembarking between 6 P.A.M. and 6 A.M.	If the voyage begins between 6 A.M. and 6 P.M.	If the voyage begins between 6 P.M. and 6 A.M.
	R.P.	R.P.	R.P.	R.P.
Between Ahiritola Ghat and Salkia Ghat	0.07	0.13	0.50	0.75
Between Chandpal Ghat and Telkul Ghat or Ramkrishnapore	0.07	0.13	0.75	1.00
Between Chandpal Ghat and Matiabruz Bichali Ghat	0.25	0.50	2.50	3.50
Between Chandpal Ghat and Rajganj	0.25	0.50	2.50	3.50
Between Chandpal Ghat and Shibpur Flat	0.10	0.13	1.00	1.50
Between Jugannath Ghat or Armenian Chat and Howrah shore	0.13	0.13	0.75	0.75
Between steamers in moorings and shore	Rs.2 with baggage, 50 p. without baggage both on first arrival of vessel; 13 p. subsequently.			
Between flats and shore	0.07	0.07		

A copy of the above scale of charges shall be exhibited on board such boats in a conspicuous place so that it can be easily inspected by any passenger desiring to do so.

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

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

sea-going vessels.

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

86. Navigation rules. - (1) Flats or boats within the port shall, at all times, navigate as follows :

(a)between Kidderpore Docks and Netaji Subhas Dock, between the right(b)between Nataji Subhas Dock and Rajabagan Ferry Station, close either to the right bank or to the outer line of mooring buoys on the left bank of the river.(c)between Rajabagan Ferry Station and Akra Semaphore, on the edge of Sankral Sand;(d)between Akra Semaphore and Pir Serang Shrine on the edge of Munikhali Sand;(e)between Pir Serang Shrine and north end of Budge Budge, on the edge bank of the river and the line of buoys marking the edge of College Sand;(f)between the north end of Budge Budge and the southern boundary of the port, on the right bank of the river.(2)From Howrah Bridge down to and including Luff Point every flat or boat navigating near a crossing shall proceed with caution and, if necessary, anchor outside the navigable channel so that sea-going vessels may pass clear.

87. Restriction on small craft coming alongside sea-going vessels. - No small craft shall proceed alongside any sea-going vessel entering moorings or proceeding to a jetty berth, during the day, International Code Flag 'A' is flying at the triadic stay of the vessel, or, when at night, two lights are exhibited vertically, that is a red light a white light six feet' apart visible all round the horizon.**88. Cargo boats alongside sea-going vessels in moorings. - The maximum number of cargo boats permitted to lie abreast of each other on the outside of vessels in the outer berth of the under noted moorings shall be**

InNo. 5 Calcutta	Moorings,1flat or 2 boats.
InNo. 4 Calcutta	Moorings,1 flat or 3 boats.
InNo. 3 Calcutta	Moorings,1 flat or 3 boats.
InNo. 2 Calcutta	Moorings,1 flat or 2 boats.
InNo. 1 Calcutta	Moorings,1 flat or 2 boats.
InNo. 4 Esplanade	Moorings,1 flat or 4 boats.
InNo. 3 Esplanade	Moorings,1 flat or 4 boats.
InNo. 2 Esplanade	Moorings,1 flat or 5 boats.
InNo. 1 Esplanade	Moorings,1 flat or 5 boats.
InNo. 2 Princeps	Moorings,1 flat or 4 boats.
InNo. 1 Princeps	Moorings,1 flat or 4 boats.

InNo. 4 Hastings	Moorings,1 flat or 5 boats.
InNo. 3 Hastings	Moorings,1 flat or 5 boats.
InNo. 2 Hastings	Moorings,1 flat or 5 boats.
InNo. 10 Garden Reach	Moorings,1 flat or 5 boats.
InGarden Reach Jetties	Moorings,1 flat or 5 boats.

89. I.V. Wharves. - No flat or boat shall lie at or alongside the Inland Vessels Wharves, that is to say, at or alongside any wharf notified under the provisions of the Calcutta Port Act, 1890 (Bengal Act III of 1890) for the receiving, landing or shipment of goods out of, or into, any vessel, not being a sea-going vessel, except when such flat or boat is so landing or shipping goods.

90. Fishing boats. - Fishing boats shall observe all the rules applicable to boats:

Provided that between day-break and dark no fishing boats may be moored in the navigable channel between the south end of Uluberia Reach and Fulta Point.

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

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

(a)shall, if in tow alongside, exhibit in a properly constructed lantern on the outer edge of the vessel and at a height of not less than 91 cms. above any obstruction on deck, a white light, clear, uniform and unbroken which shall be visible all round the horizon at a distance of at least 3.22 kms;(b)shall, if in tow astern, exhibit a similar white light at the after end at a height of not less than 1.83 metres above the deck.

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

94. Lost property. - When property belonging to any passengers is left in a boat it shall at once be sent by the person in charge of the boat to the Deputy Commissioner, Port Police.

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

95A. Issue of certificates. - (1) The owner, agent or person in charge of the flat or boat shall, after complying with the provisions of rule 95, submit a report in writing to the Commissioners' Superintendent, Boat Registration (hereinafter called the Superintendent), along with the licence of the flat or boat stating the nature of the accident and the details of the repairs required to be carried out.

(2) On receipt of the report, the Superintendent shall cause the flat or boat to be examined and specify in writing the repairs to be carried out. (3) After the repairs so specified under sub-rule (2) have been duly carried out, the flat or boat shall be placed again before the Superintendent. (4) On being satisfied about the repairs, the Superintendent shall issue a certificate in writing to that effect [enclosing the licence of the flat or boat referred for in sub-rule (1)] on the basis of which alone the flat or boat may be allowed to ply in the river.

96. Owner or Manjhi's responsibilities. - Without affecting his other responsibilities under these rules, the owner or the person in charge of any boat shall, in particular, be responsible

(a) that the boat is provided with the number of crew and life-saving appliances required by these rules; (b) that the boat is kept thoroughly clean; (c) that the registered number is kept clearly painted on both sides in the manner prescribed by these rules; (d) that valid licenses are carried both for the boat and the manjhi; (e) that the gear, tackle and life saving appliances specified in the license are provided and maintained in good working order; (f) that the load line is clearly marked and at no time submerged; (g) that the boat, if carrying passengers does not contain any person in excess of the number for which it is licensed; (h) that the boat is, at all times, moved so as to keep a free navigable channel for sea-going vessels.

97. Revocation of license. - A license granted to any flat or boat may be revoked

(a) if the dues or charges payable to the Commissioner on any account whatsoever, in respect of or in any way connected with the flat or boat, remains unpaid for a period of three weeks from the date of

demand thereof;(b)whenever the flat or boat is in the opinion of the Commissioners unfit for the purpose for which it is licensed;(c)whenever any breach of the conditions of the license or of these rules has been committed by the owner or his agent or by the manjhi in charge of the flat or boat;(d)whenever the Commissioners may think fit.

Part V

Rules For Vessels Carrying Petroleum

98. Definitions. - In this part unless there is anything repugnant in the subject or context

(a)"Petroleum" means any liquid hydrocarbon or mixture of hydrocarbons, and any inflammable mixture (liquid, viscous or solid) containing any liquid hydrocarbon;(b)"dangerous petroleum" means petroleum having its flashing-point below 24.4° C (or 76F);(c)"heavy petroleum" means petroleum which has its flashing-point not below 65.5°C (or 150F);(d)"petroleum in bulk" means petroleum contained in a receptacle exceeding 909.192 litres in capacity;(e)"non-dangerous petroleum" means petroleum having its flashing-point below 65.5 °C (or 150 °F) but not below 24.4 °C (or 76 °F);(f)"excluded petroleum" means petroleum having its flashing-point not below 93.3 °C (or 200 °F) to which these rules do not apply;(g)"flashing point" of any petroleum means the lowest temperature at which it yields a vapour which will give a momentary flash when ignited, determined in accordance with the provisions of Chapter II of the Petroleum Act, 1934 (30 of 1934) and the rules made thereunder ;(h)"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;(i)"petroleum vessel" means any vessel carrying more than 2,500 litres or 2 metric tonnes of dangerous, or 50,000 litres or 40 metric tonnes of non-dangerous, petroleum, or any other substance having the same flash point as that of dangerous or non-dangerous petroleum;(j)"bulk oil vessel" means a petroleum vessel with petroleum in bulk;(h)"case oil vessel" means a petroleum vessel with petroleum in cases, casks, drums or other receptacles;(k)"discharged vessel" means a petroleum vessel which has completed the discharge of her petroleum;(1)"to transport" means to move petroleum from one place to another within the port.

99. Regulation of petroleum vessels. - No petroleum vessel shall proceed above the anchorage at Diamond Harbour until she has been allotted a berth in the Port of Calcutta.

100. Restriction on movement. - No petroleum vessel shall proceed above Budge Budge with

(a)dangerous petroleum;(b)non-dangerous petroleum which is not intended for discharge at the petroleum berth in Netaji Subhas Dock :Provided that this rule shall apply to-(i)a recognised wagon

ferry;(ii)a vessel licensed under rule 113 following a route approved by the Director, Marine Department;(iii)a vessel proceeding into dry dock in accordance with rule 118.

100A. Declaration by Master of ships carrying petroleum or by the ship's Agent. - (1) The Master of every ship carrying petroleum or any other substance having flash-point below 66.5° C (or 150° F) shall deliver to the Pilot before entering the Port of Calcutta a written declaration in Form 'F' of the Schedule under his signature:

Provided that if in anticipation of ship's arrival the Agent for such ship [delivers to the Director, Marine Department of the Port, a written declaration as aforesaid under his signature, no such declaration need be made by the Master of the Ship.(2)The Agents shall furnish a list of all hazardous cargo with full particulars to the Director, Marine Department and Traffic Manager. The Master shall be responsible for compliance with all rules, regulations and instructions issued by them:Provided that when circumstances warrant, the Director, Marine Department, may relax the quantities that may be brought for discharge at the Docks and Jetties at Calcutta up to a maximum as followsDangerous petroleum or other substances having a flash-point below 24.4 °C (or 76 °F)-5 Tonnes.Non dangerous petroleum or other substances having a flash-point below 65.5 °C (or 150 °F)-100 Tonnes.

101. Attendance of tug. - No petroleum vessel with non-dangerous petroleum and no discharged vessel without a gas-free certificate for all tanks shall be transported between Garden Reach and Netaji Subhas Docks unless she has a tug in attendance.

102. Discharge of petroleum in bulk. - Petroleum vessels shall discharge petroleum in bulk direct into tanks at the Petroleum Depot, Budge Budge, on behalf of importers who have installations at Budge Budge, or non-dangerous petroleum or heavy petroleum in bulk at the Petroleum Berth, Netaji Subhas Dock, on behalf of importers who have installations at Netaji Subhas Dock or heavy petroleum in bulk at the Petroleum Berth, Kidderpore Docks, on behalf or importers who have installations at Kiderpore Docks.

103. Discharge of case oil vessels. - Every case oil vessel shall discharge her petroleum at Budge Budge, but no such vessel shall begin her discharge until the Director, Marine Department is satisfied that

(a)the Collector of Customs has permitted her petroleum to be landed;(b)proper arrangements have been made for the disposal of leaky casks, drums or other receptacles;(c)the receptacles satisfy the requirements of rule 17(2) of the Petroleum Rules, 1937.

104.

(1) No oil vessel shall discharge under the foregoing rules any petroleum into a lighter unless such lighter is capable of being cleared and unloaded into a storage shed at Budge Budge between sunrise and sunset : Provided that every such lighter shall be duly licensed for this purpose by the Commissioner's Boat Surveyor; Provided further that no lighter loaded with petroleum shall be detained overnight at Budge unless specific permission in writing to that effect is first had and obtained from the Director, Marine Department. (2) The provisions of this rule shall also apply in relation to all inflammable cargo with or without liquid hydro-carbon.

104A. No fire or naked light and no smoking shall be allowed on any boat carrying petroleum in cases, drums or other receptacles.

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

106. Discharging under own steam. - No petroleum vessel shall without the permission in writing of the Director, Marine Department, discharge dangerous or non-dangerous petroleum in bulk with steam generated in her own boilers

107. Petroleum in small quantity. - A vessel, carrying otherwise than in bulk a quantity of dangerous petroleum not exceeding 2 tonnes (2,500 litres) or non-dangerous petroleum not exceeding 40 tonnes (50,000 litres) may land it at the docks or jetties under the following conditions :

(1) that dangerous petroleum is covered by an import licence granted under the Petroleum Rules, 1937; (2) (a) that each consignee who imports dangerous petroleum in quantity exceeding 272 : 758 litres produces a certificate of storage accommodation in Form 'C' of the Petroleum Rules, 1937, signed by him or his agent, and (b) provided that quantities not exceeding 2 tonnes (2,500 litres) of dangerous petroleum or quantities not exceeding 40 tonnes (50,000 litres) of non-dangerous petroleum may be discharged into lighters or boats with the previous approval of the Director, Marine Department subject to the compliance of the conditions specified in clause (i) and sub-clause (b) and that the petroleum is not unloaded from boats or lighters at the following ghats, namely : (i) on the Howrah side-Bechali Ghat, north of Cowie's Ghat Spur, or (ii) on the Calcutta side-Juger-nath Ghat, Sahib Bazar Ghat, Rutholla Ghat or Baghbazar Ghat : Provided further that heavy petroleum otherwise than in bulk may be landed in any quantity at the docks or jetties or discharged overside into boats, lighters under the conditions specified in sub-Cls. (a) and (b) of Cl. (2).

108. Cleaning. - Every discharged vessel, shall, unless she is proceeding direct to sea move, without delay to appointed moorings at which she shall, subject to any direction of the Harbour Master (Port), remain until she is cleaned and freed from petroleum and inflammable vapour :

Provided that the harbour Master (Port) may, if he is satisfied that due precautions have been taken to prevent the discharge of oil, oily water or refuse on to a wharf or into a dock or stream, permit her to perform her cleaning operations alongside the berth at which she has discharged.

109. Precautions in Netaji Subhas Dock. - Every vessel discharging non-dangerous petroleum in Netaji Subhas Dock shall carry at each end a 4 inch wire pendant fitted at either end with an eye. The inboard end of the wire shall be placed on the nearest available bits and the outboard end shall hang within reach of the water. The length of each pendant shall be 15 fathoms and the bight shall be lightly stopped to the rails.

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

(a)at moorings in the stream,(b)at the jetties, and(c)in the Docks, if the Dock Master is satisfied that the flashing-point of the petroleum is not below 150 °F.¹

111. Precautions during Bunkering. - Every vessel loading petroleum for bunkers shall observe the following conditions :

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

112. Craft not allowed alongside. - No inland steam-vessel or small craft shall approach within 30.48 metres of

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

113. Certification of boats or barges. - No boat or barge shall transport petroleum in bulk within the port unless she has been licensed by the Commissioners' Boat Surveyor and also licensed by the appropriate authority in accordance with the Petroleum Rules, 1937:

Provided that this rule shall not apply to a recognised wagon ferry.

114. Restriction on night work. - No vessel shall load, discharge or transport dangerous petroleum within the Port of Calcutta between sunset and sunrise: Provided that this rule shall not apply to bulk oil vessels discharging at Budge Budge in accordance with the provisions of the Petroleum Rules, 1937.

115. Transshipment of heavy petroleum. - Any vessel may, with the consent in writing of the Harbour Master, tranship to any other vessel heavy petroleum in bulk.

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

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

117. Restrictions on straw boats. - No fires or smoking or naked lights shall be permitted on any vessel carrying straw within 500 ft'. of the high water line of the Budge Budge Petroleum Depot,

118. Gas-free certificate for bulk oil vessels entering docks/dry docks. - No bulk oil vessel shall be taken amongst the other shipping unless proceeding to an oil berth (or in the case of a vessel carrying fuel oil only, into dock) until her Master produces a certificate from the Inspector of Explosives or the Assistant Inspector of Explosives, East Circle, Calcutta, that he has examined the tanks with the aid of a vapour testing instrument and that the vessel has been found entirely clear of petroleum and vapour of petroleum and is in a fit state to enter dock. The Masters of all bulk oil vessels proceeding to dry dock shall produce such a certificate. No repair work to pipes, valves, pumps and other fittings of tanks and pump rooms of a petroleum tanker, shall be carried out in the dry dock or in the wet dock unless a certificate to the effect that such fittings are free from dangerous

vapour has been obtained from the Inspector of Explosives or the Assistant Inspector of Explosive, East Circle Calcutta :

Provided that a bulk oil vessel which has not carried petroleum of flash point below 65.5°C (or 150°F) since her last gas-free certificate was granted and which is entering a dry dock for the purpose of hull painting and examination only, will be admitted into dry dock on a certificate issued by the Master of the vessel stating that the tanks have been properly cleaned out. If after entry into dry dock it should transpire that the vessel requires more extensive repairs, a gas-free certificate shall be produced before such repairs can be undertaken.

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

120. Every vessel in the port which uses oil fuel shall, before carrying out any repairs in the bunkers, obtain a gas-free certificate.

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

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

Schedule

Form A Port of Calcutta I Chairman of the Commissioners for the Port of Calcutta, do hereby license under rule 19 of the rules for the Port of Calcutta the S.S. /M.V of which is Master to remain at her present moorings in the said Port having on board the crew specified below: Provided always that on its revocation under rule 20 of the said Rules, or on a breach of any of the conditions hereunder written, this license shall absolutely cease and determine. Conditions of License The vessel must remain at or such other moorings within the said Port as are allotted by an officer duly authorised by the Commissioners in that behalf for the period from to The reduced crew must consist Form B Port of Calcutta I Chairman of the Commissioners for the Port of Calcutta, do hereby revoke the license in Form A granted to the S.S. /M. V to remain in the said Port with the reduced crew specified in the said license. Form C Port of Calcutta I Chairman of the Commissioners for the Port of Calcutta, do hereby grant under rule 21 of the Rules for Port of Calcutta a license that S.S. /M.V

.....of whichis master, moored in the following creek, river or dock
shall for the period fromto.....be exempted
 from the provisions of rule 18 of the said Rules: Provided that during this period she remains in the
 said creek, river or dock. Form D Application for Registration of each Flat or Boat Owner's name and
 address Agent's name and address
 Description of flat/boat Nature of
 license, cargo or passenger, held or required The undersigned Owner/Agent of the
 flat/boat above described requested that it may be registered in accordance with rule 26 of the Rules
 for the Port of Calcutta. Signature of Owner/Agent Residence
 Date Form E Application for License of each Flat or
 Boat

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

Number of Passengers The undersigned Owner/Agent of the flat/boat above described requests that
 it may be licensed in accordance with the Rules for the Port of Calcutta to ply as a flat/ boat. Date
 Signature of Owner/Agent Residence
 Form F [See rule 100A (1)] Declaration to be made by the Master of a
 Ship carrying Petroleum before entering a port or by the Ship's Agents.

Nature of Petroleum **	**Total quantity carried the ship **	**Name of the ship in Quantity of Petroleum to be landed in India at (Name of the Port) **	**Remarks
(1)	(2)	(3)	(4)
(a) Dangerous Petroleum which can be used in an internal combustion engine.			
(b) Other substances having flash point below 24.4°C (76°F)			
(c) Substance having flash point between 24.4°C (76°F) and below 65.5°C (150°F)			

TOTAL