

The Inland Steam Vessels (Madhya Pradesh) Rules, 1962

MADHYA PRADESH

India

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Rule

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The Inland Steam Vessels (Madhya Pradesh) Rules, 1962Published vide Notification No. 6193-3644-G-19-62, dated 17-12-1962, M.P. Rajpatra Part 4 (Ga), dated 22-2-1963 at pages 218-246In exercise of the powers conferred by Sections 19, 19-R, 29, 52, 53, 54 and 67 of the Inland Steam Vessels Act, 1917 (No. 1 of 1917)' the State Government hereby make the following rules regarding running of vessels on the inland waters, the same having been previously published, as required by sub-section (1) of Section 74 of the said Act, namely -

1.

These rules may be called the Inland Steam Vessels (Madhya Pradesh) Rules, 1962.

2.

In these rules, unless the context otherwise requires :-(a)"Act" means the Inland Steam Vessels Act, 1917 (No. 1 of 1917);(b)"Canal Officer" means an officer specified under Section 17 of the Madhya Pradesh Irrigation Act, 1931 (III of 1931);(c)"F" means a form appended to these rules;(d)"Vessel" means an inland steam vessel or a vessel which ordinarily ply on inland waters and are propelled by Electricity or other mechanical powers.

3.

All vessels shall be subject to survey before they are registered and once every year thereafter on payment of the fees prescribed therefor to see that the vessels are in a proper state of repairs, that

their fitting and machinery are in good working order, that the boilers are provided with proper gauges and are safe, that suitable provision is made against accident and the vessel is in charge of competent crew, that the vessel is properly equipped and kept clean and rendered in every respect suitable for passenger traffic and that they are fit for navigation for a period of one year or less, as the case may be.

4.

The owner or master of a vessel seeking survey for the first time, shall apply in Form A to the surveyor at least six weeks before the certificate of survey is required. In making such application, the owner or master shall give the name and address to whom notice of survey of the vessel should be given.

5.

The survey of the hull and the machinery of the vessel shall be made by the surveyor within fifteen days of the receipt of the application.

6.

If it be apparent on inspection that the vessel is too dirty and not in a fit state of repair for passenger traffic or in the opinion of the surveyor the vessel has not been overhauled, cleaned, repaired or equipped in readiness for his inspection, surveyor may refuse a detailed survey.

7.

The date and survey shall be notified to the owner or person in charge of the vessel concerned a week in advance of such inspection. The inspection of the boiler shall be carried out by the Inspector of Boilers, Madhya Pradesh, according to the provisions of the Indian Boilers Act, 1923.

8.

If, on such inspection, the Inspector of Boilers is satisfied that the boiler is in good condition, he shall issue to the surveyor the usual boiler certificate to that effect, specifying the maximum pressure at which the boiler may be worked and the period for which such certificate shall be in force.

9.

On receipt of the Boiler Inspector's certificate the surveyor shall satisfy himself that the vessel fulfils all the requirements as mentioned in Rule 3 and grant a declaration of survey in Forms B and B-1 to the owner or master of the vessel.

10.

The certificate of survey to be granted under sub-section (3) of Section 9 of the Act shall be in Form C.

11.

If the owner wishes to ply his vessel beyond the period covered by the previous certificate in Form C, he shall give notice of his intention to do so to the State Government at least six weeks' before the date of the expiry of such certificates.

12.

In the event of none of the Inspectors of Boilers being able to inspect the vessel before the date of the previous certificate provided the six weeks notice has been given the Inspector of Boilers shall intimate to the State Government that no Inspector of Boilers is available and the State Government will endorse the current certificate in Form C extending it until such time as arrangements can be made for the inspection of the boiler. The period of such extension shall not exceed two months.

13.

The surveyor shall keep a log book of the engines showing (1) the make of engine, (2) its horse-power, (3) the Engine No., (4) the number of the magneto and any changes in the above part subsequent to the Inspection, shall be effected by the owners only after giving a previous intimation to the inspecting authority.

14.

In addition to the inspections referred to in the foregoing rules, it shall be open to the Inspector of Boilers, or to the Surveyor to hold special or partial inspection of any vessel at any time as they may consider necessary.

15.

Every certificate of survey shall be granted for a period not exceeding one year, unless it appears to the inspecting officer that the boiler, engine or other appurtenances attached to a vessel will not remain in good condition for so long, in which case the certificate shall be granted for a shorter period as may be deemed proper.

16.

The Surveyor may call upon the owners or masters of the vessels to have always in readiness in the vessel such spare parts of engine or machinery as the Surveyor may consider necessary and to insist

that the same may be always kept in the vessel so that they may be available in emergencies. The Surveyor or any Officer authorised by him, may occasionally board the vessels and see among other matters that such spare parts as specified by the Surveyors are kept ready in such vessel.

17.

Owners or masters of vessels desiring the vessels to be registered shall send an application in Form A accompanied by the fees prescribed in the Appendix attached to the rules to the registering authority, who after making such inquiry as it thinks fit and satisfying itself that the provisions of the Act and these rules have been complied with, grant a certificate of registration in Form D and assign a distinguishing mark or number to the vessel.

18.

Any vessel intended to be registered in the State of Madhya Pradesh according to the provisions contained in these rules, for purposes of navigation whether on hire or otherwise, as the case may be, shall in the absence of certificate already in force, be required to obtain a tree written permission from the nearest canal officer authorising the vessel to ply empty on the inland water while it is being taken to the place of registry. For obtaining the permission the owner or master of the vessel shall apply to the Canal Officer, sufficiently early so as to admit of the permission being granted in time, and the application shall contain the dimension and other identifying particulars of the vessels and the route along with the vessel will have to ply as also details as to whether the vessel is, at the time of application under-going repairs or is newly built or purchased. Note. - (1) The expression nearest Canal Officer means the Canal Officer having jurisdiction over the place where the vessel for which permission to use the canal sought for lies. (2) The currency of the written permission shall be fixed by the Canal Officer who issued it with due regard to the circumstances and the distance to be reversed in each case subject to a maximum period of fourteen days.

19.

The registering authority shall retain the counter part of every registration certificate granted by him and shall be responsible to see that it corresponds to the certificate of which it is counterpart.

20.

A register of the certificate of registration shall be maintained by the registering authority and all information contained in the certificate shall be entered therein along with the distinguishing mark or number allotted to the vessel.

21.

The net registered tonnage of a vessel upon which fees are leviable shall be ascertained as follows : The extreme length, the extreme breadth, and the depth shall be measured in feet and inches and

their product shall be divided by 100. This quotient shall be multiplied by 1.02 for vessels of 1,000 eft. capacity or under. The product so obtained shall be the net or registered tonnage of such vessels. The breadth shall be measured as nearly as possible at the centre of the extreme length. The depth shall be measured in a vertical line at the centre of the extreme length from an athwarship line extended from the upper edge of the upper stroke on both sides of the vessel, all vessels being considered to be open ones. If the vessel has fixed inner planking throughout, the measurement depth shall be to the top side of such planking. If the vessel has no such fixed planking the measurement for depth shall be to the inner side of outer bottom planking. If the registered tonnage exceeds one ton, fractions above half shall be taken as one ton and other fractions rejected.

22.

Wherever the tonnage of any vessel has been ascertained the same shall thenceforth be deemed to be the tonnage thereof unless any alteration is made in the form or capacity of such vessel or unless it is discovered that the tonnage thereof has been erroneously computed and in either of such cases such vessel shall be remeasured and her tonnage determined according to the rules hereinbefore contained in that behalf. Note. - Every time the registration of a vessel is renewed it shall be the duty of the authority issuing such a certificate to re-measure the vessel.

23.

If the original certificate of registration be lost, destroyed or mutilated a duplicate thereof shall be issued by the registering authority on payment of fixed fee of ten rupees in each case. If the loss or destruction occurred during the absence of the vessel from the place at which it was registered the loss shall be reported to the nearest Canal Officer, who shall thereupon issue a pass in Form E. Such pass will hold good until the arrival of the vessel at the place at which the certificate was issued. Immediately upon such arrival, the owner or his agent shall deliver up the said pass and pay the prescribed fee for duplicate certificate.

24.

When the certificate of registration of a vessel carrying cargo or passengers or both is suspended, registering authority shall grant a pass in Form F permitting the vessel to proceed to its destination for the purpose of landing cargo or passengers or to a place where she can be repaired or where she is ordered to be detained. Such passes shall be in duplicate of which one part shall be retained by the issuing officer and the other part shall be delivered to the person in charge of the vessel. The fact and the period of suspension shall be recorded by the registering authority.

25.

Application of candidates for obtaining a certificate of competency under Section 20 of the Act, shall be in Form G. Such applications shall be accompanied by testimonials and any other evidence relating to their qualifications so briefly and character. The certificate of competency shall be in

Form H.

26.

No candidate who does not produce satisfactory evidence of sobriety and good conduct shall be eligible for a certificate of service.

27.

The qualifications to be required of a person desirous of obtaining certificate of competency to act as a master shall be as follows : (1) He should be able to read and write English and Hindi. (2) He shall be not less than 24 years of age (must be below 55 years). (3) He shall either have served one year, at sea and one year as second master or Chief Helmsman on an inland vessel, of not less than 30 nominal horse power, the last one year of which shall have been as Second Master or Chief Helmsman. (4) He shall, unless he already holds of trade seagoing certificate as mate, or master, satisfy the Chief Engineer of his ability to distinguish colours. (5) He shall hold a certificate of competency granted by an authority of any other State acceptable to State Government. (6) He shall pass satisfactory viva voice examination in the following subjects: (a) the general principles of river or backwaters navigation; (b) the management of vessel under all contingencies of meeting, passing and overtaking vessels; (c) questions regarding the exercise of seamanship in cases of difficulty and danger, e.g. when a vessel has grounded, when anchors and chains are carried out, when a vessel has to be got afloat, when the hull is injured or leaking or what steps to take in case of fire or accident to the vessel; (d) the provisions of the Act and the rule thereunder.

28.

The qualifications required of a person desirous of obtaining a certificate of competency to act as engine driver shall be as follows : (1) He shall fully understand the working and management of boilers, the best method of firing and the use of gauge glass cocks, blow off cocks scum and other appliances. (2) He shall be able, to some extent, to explain the actual working of engines and the separate uses of the feed pumps, slide valves pistons and other appliances. (3) He shall be able to show how he would act in case of the break down of any portion of the machines, etc.

29.

The qualifications required of a person desirous of obtaining a certificate of competency to act as a drivers of motor boats shall be as follows : (i) He shall be not less than twenty-one years of age. (ii) He shall produce the medical certificate as to his physical fitness. (iii) He shall produce a certificate from the responsible head of a firm, workshop concerned that he had worked for at least two continuous years, of which not less than six months shall have been spent in the capacity of an assistant driver in charge of a motor engine or a fitter in an Engineering Workshop and that he is sober and intelligent. (iv) He shall pass viva voice examination satisfying that: (a) he fully understands the working and management of motor engines and separate use of magnetors, carburettors, water

circumating and oil pumps, sparking plugs, etc., and that he is able to some extent to explain their actual means of operation;(b)he is able to dismantle motor engines and any accessory part of them, detecting excessive wear or other defect where it exists, and correctly re-assembles the parts;(c)he is able to detect what is wrong in the event of the engine failing to start up or any accessory part to perform its proper duty;(d)he is able to show how he would act in case of break down of any portion of the machinery;(e)he is able to show that he fully realises the danger of fire and understands the precautions necessary to prevent it and what to do when a fire actually breaks out.

30.

The qualifications to be required of a person desirous of obtaining a certificate of competency to act as a seaman shall be as follows : (1)the candidate shall be not less than 21 years of age.(2)He shall produce satisfactory testimonials of sobriety and intelligence.(3)He shall have either-(a)one year at sea and one year as helmsman of an inland vessel;(b)two years at sea and one year as helmsman of an inland vessel;(c)the use of regulation lights and how to act when they are seen in different positions;(d)the rules regarding signals by the steam whistle to indicate to other vessels the position of the vessel, etc.(e)the management of small vessel under all conditions;(f)the rules relating to the vessels and conveyance of passengers therein, etc.

31.

All vessels shall be manned by a sufficient number of crew and no person who is not fully qualified or who is unaccustomed to the use of boats or is inefficient, shall be employed as a boatman, or driver.

32.

Every vessel using a public canal shall be in charge of a "master". Such master shall severally and conjointly with the other crew of the vessel and owner or manager of a company owning vessel, be responsible for any or all breaches of the provisions of the Act and the rules made thereunder. The name of such master shall be registered with the Canal Officer.

33.

If the owner or manager of a vessel desires to remove a master and appoint another, he shall inform the Canal Officer when the necessary corrections in his register will be made.

34.

All the crew employed on board a vessel shall be under the control and orders of the master and such vessel, who shall see that proper discipline and good conduct is maintained by them. The crew shall on no account interfere with the passengers or behave rudely towards them. Any help for assistance which the passengers may seek in times of need or emergency or accident shall not be

interpreted as interference and shall be freely given to the passengers by the crew. When the master of vessel is temporarily absent during a voyage, the serange on board the vessel shall be held to be in charge with the powers and responsibilities of the master. If such absence of the master exceeds a day, a duly qualified master shall be appointed immediately and the fact communicated forthwith to the Canal Officer concerned.

35.

No wharves, ghats and jetties shall be built except through the agency or with the previous approval of the Public Works Department, who shall determine the length, breadth and other dimension and the manner of construction thereof, the decision of the Chief of Engineer, Public Works Department, being final.

36.

For the regulation of traffic at wharves, ghats and jetties, the following rules shall be in force and they shall be fixed to a notice board in a prominent place at each end of wharves, ghats or jetties :- (a) Vessels shall be berthed at wharf in accordance with the instructions of the Canal Officer. (b) No vessel shall occupy a berth for a longer period than the Canal Officer may consider necessary for loading and discharging cargo or passengers. (c) No vessel shall obstruct the approaches to, or be moored in the fair way to the wharf. (d) Goods landed at wharf shall be removed within 48 hours of discharge or within such reasonable time that the officer-in-charge of the wharf may direct. (e) Where public wharves are provided the landing or loading of goods elsewhere within the vicinity without the prior sanction of the Canal Officer is prohibited. (f) All vessels are prohibited from approaching any wharf or ghat or jetty at a greater speed than two miles an hour Le. they shall approach the wharves or ghat or jetty dead slow. (g) Persons other than passengers or those engaged in the trade of a wharf are prohibited from loitering or congregating thereon. The presence of hawkers and mendicants is prohibited. (h) Every boat company or service shall appoint one jetty master at every important jetty on the enroute who shall hold a certificate of competency to act as master. The jetty master so appointed shall possess a good character which should be certified by two respectable gentlemen. He shall be responsible for conducting the business of the company or service, which he represents, such as issue of tickets to passengers, receiving communications from the Government addressed to the company or service presenting petitions for the grant of special services, etc. The jeety masters shall be held responsible for any canvassing of passengers. The appointments, transfer or dismissal of the jetty masters shall require the previous approval of the Assistant Engineer or the Chief Engineer, Public Works Department, in case the department thinks such a course to be advisable.

37.

Within the limits of the lines of navigation any Canal Officer shall have powers to move on any vessel not actually engaged in loading or discharging passengers or cargo and he may if he thinks it necessary allot to it a new berth or order its transfer to any other point within the same or adjoining canal or inland water.

38.

The minimum free-board for a steam or motor vessel shall be regulated by the consideration that when the vessel is loaded with weights representing the full number of passenger and crew at 140 lbs. for each person, and with the complete outfit and necessary supply to fuel on board the clear height of side above, at the lowest point shall not be less than that shown in the following scale :

Length of vessel	Height of free board
(1)	(2)
20 feet and under	1 foot 3 inches
30 feet and under	1 foot 6 inches
40 feet and under	1 foot 10 inches
60 feet and under	2 feet.
80 feet and upwards	2 feet 2 inches

Note 1. - For intermediate lengths between 20 and 80 feet, the height of free board, shall be in proportion. Note 2. - In measuring free board, the height of said above water level shall be measured on both sides and the mean height taken, no person being allowed to move about during the process to change the vessels trim. Note 3. - The load line mark (-o-) not less than 9 inches in length shall be painted on each side of the vessel.

39.

No vessel other than steam or motor vessels carrying cargo shall be navigated in the canals unless it has a free board of at least 9 inches, and no vessel other than steam or motor/vessels carrying passengers shall be so navigated unless it has a free board of at least 12 inches. The free board shall be measured from the water's edge to the top of the gunwale when the vessel has no deck and to the upper side of the plank of the deck when the vessel has a deck.

40.

No vessel registered to carry passengers shall carry a greater number of passengers than in the proportion of one adult, or two children under 12 years of age, for every 6 square feet of covered space, which shall be calculated by multiplying the length in feet over all covered space by the mean of the three widths taken at equal distances. Note. - Covered space shall be understood to mean clear covered space unencumbered by machinery, deck houses and other fittings, open holds, etc.

41.

The maximum number of passengers to be allowed shall be regulated by the clear area of the space available or the seating accommodation, as the case may be. Explanation. - "Clear Area" means the space available after all encumbrance such as hatchways, companion skylights, steering wheel, steering gear windless, pathways, and space for anchor and chains, etc. are deducted.

42.

In measuring the clear area in steam and motor vessels, the space available shall be divided into convenient sections, each section being measured separately and the area found by multiplying the length by means of the three breadths taken at equal distances apart. The encumbrances shall then be measured and the total area of these deducted from the section. When all sections have thus been measured the sum total of the sections shall be the clear area of the space available at that part of the vessel. Note. - Permanently covered hatches and tops of casings, if properly constructed and available for passengers, may be included in the clear area space at the discretion of the Canal Officers.

43.

Where there are deck houses or engine room casing, if the space between the house or casing and the bulwarks is less than 21 feet the space shall not be measured, unless the house or casing is low enough to provide seating accommodation when the measurements may be taken to the back of the seats, provided the deck space is not less than 1.5 feet and width of seat 1.5 feet.

44.

The tops of engine rooms shall not be measured unless properly constructed and the engine room is properly lighted and ventilated with ventilators extending above the awnings of awning deck.

45.

Casings over boilers shall not be measured for passengers. Seats or the sides may be measured provided the casing is insulated to protect passengers from the heat and the stoke hole properly ventilated with ventilators above the awning deck.

46.

All vessels shall follow the definite routes or demarcated lines of navigation or waterways wherever they exist. They shall under no circumstances cut across portions marked out or intended or used for reclamation or cultivation or fishing or other purpose.

47.

No vessel shall be navigated without one person at least on board competent to steer and manage her and acquainted with the rules regulating the navigation of inland water. No vessel shall lie or be left without a person on board capable of taking care of her.

48.

Vessels passing through inland water shall keep to the left, that is to say vessels going north shall keep to the west and vessels going south shall keep to the east side of the inland water.

49.

When one vessel overtakes and passes another, the overtaking vessel shall pass outside that is to the right of the overtaken vessel which shall keep as far to the left as possible to give room.

50.

No limits are placed on the speed of vessels on open waters, provided always that the speed does not cause any risk or inconvenience to other vessels.

51.

In all channels, no steam or motor vessels shall travel at a greater speed than six miles an hour, and between sunset and sunrise, the speed shall not exceed three miles an hour. The speed shall be reduced to three miles an hour during day and to two miles an hour between sunset and sunrise when passing round a bend or when approaching a lock or other navigation works. The speed of steam and motor vessels passing through tunnels shall not exceed two miles an hour. Dock, tunnels and wharves shall be approached dead slow.

52.

Every vessel shall be furnished with an efficient whistle or hooter and shall whistle or hoot when approaching a bend or a lock.

53.

Steam or motor vessels shall be wrapped or poled with, into or out of locks and shall not use their propellers or paddly wheels until quite clear of the locks.

54.

A vessel licensed to carry passengers may also carry cargo, every 10 cubic feet or cargo being considered as equivalent to one passenger, but the total of the number of passengers so calculated and the passengers actually carried shall not exceed the number of passengers which the vessel is licensed to carry. No passenger vessel shall carry cargo such as fish, manure bones, skin or other articles which in the opinion of the Canal Officer, are offensive or dangerous. No animal shall be carried in any licensed steam or motor boat carrying passenger unless there is a proper enclosure. The number of passengers to be carried in the vessel shall be reduced by the seating capacity of the

enclosure.

55.

No vessel shall moor, load or unload cargo or land passengers within the limits prohibited by notice boards, at any lock or masonry work other than the quays or wharves specially provided for the purposes. Vessels when moored shall strike or lower masts and shall be made fast stem and stern to the bank in a single line.

56.

Vessels using any inland water shall between sunset and sunrise exhibit the following lights :

Vessels	When mooring	When moored	
(1)	(2)	(3)	
			One clear white light
Steam Motor	(a)	On the star-board side a green light so constructed as to show an unbroken light over an arc of ten points of the compass or 112-1/2 degrees from right and to two points abaft beam on the starboard side.	at not less than 4 feet above water level and so to be visible force and aft.
	(b)	On the port side a red light constructed as to show an unbroken light over an arc of ten points of the compass or 112-1/2 degrees from right ahead to two points abaft the beam on the port side. The above lights to be fitted within board screens so as to prevent the light being seen across the bow.	
	(c)	A white light so constructed as to show an unbroken light over an arc of 20 points of the compass or 225 degrees from two points abaft the beam on the one side ahead to two points abaft the beam on the other. The white light to be carried forward of, and higher level than the coloured sidelights of not less than two feet.	
	(d)	Small vessels of 20 feet in length and less may carry a combined lantern fitted with a green glass on the one side and red glass on the other, so arranged that the green light may not be seen on the port side. The combined lantern shall be carried beneath the white light.	

Note. - Vessels using acetylene or other lights of high power head lights shall be provided with

special arrangements for shrouding the light when approaching or meeting other vessels.

57.

The owners or master of all vessels other than rafts shall at their own expense, have the following figures and marks painted clearly and conspicuously on their vessel in accordance with the instructions of the registering authority before using them on any of the inland waters and they shall be responsible that if those marks and figures become defaced or obliterated during the course of the year they shall be got repainted at the cost of the owners of the vessels under orders of the registering authority :-(1)The number of the certificate of registration and the year in which it is granted.(2)The tonnage of the vessels shall be similarly painted on each of the stern posts above the load line.(3)The number of passengers which the vessel is registered to carry shall be painted on the stern of each such vessel or on the after part of the cabin with the letter "p" prefixed. In the case of vessels used for passengers for each class or section should be noted in the respective classes or section.(4)The load line for length of three feet amid hips on both sides.(5)Guages in feet and tenths with figures indicating feet and half feet shall be painted on both ends of the vessels to enable their actual draft to be readily ascertained at any time.

58.

No person unless authorised shall interfere with locks and any part of their machinery and with any of the lighting signals or other appliances for the working of the Canal System.

59.

If any vessel or raft fouls any local gates, lock masonry, etc. and thereby causes damage thereto the Canal Officer shall assess the amount of damage. A notice specifying the amount of damage of demanding its payment shall be served on the owner or master of the vessel or raft and a copy of it simultaneously to the Chief Engineer. Within one week of the service of the notice of the demand the amount shall be paid. It shall be lawful for the Canal Officer to seize the vessel or raft immediately the damage has been caused, and detain it until the amount is paid, the responsibility for safeguarding the contents within the vessel or raft resting solely with the owner thereof, and if within three days after the expiry of the week fixed for payment specified in the notice the amount together with the cost of seizure or detention is not paid, the vessel or raft shall be sold in approval of the Chief Engineer and out of the sale proceeds the Canal officer shall pay to the credit of the Government the amount of damage, cost of sensure, detention and sale tendering to the owner the surplus if any on demand. In cases where the vessel is carrying passengers or perishable cargo a permit shall be issued for the vessel to proceed to its destination.

60.

No vessel shall be repaired in any canal or canal bank without the written permission of the Canal Officer. The repairs shall be made at the place and during the time named in the written permission,

and at no other place or time. If the repairs are of an extensive nature a charge may be made for the rent of the site or land on which the repairs are executed. The owner of the vessel shall remove from the canal or canal bank all surplus materials used for such repairs within fifteen days after the repairs are completed. In the event of his failing to do so such of the material shall be removed by the Canal Officer at the expense of the owner of the vessel and permission may be suspended until payment is made.

61.

Vessels used or intended for passengers and cargo, shall ply only on such portions of the inland water or canal system, as may be specified in their certificate.

62.

For the better regulation of the traffic at wharves and in the inland water for the convenience and safety of the travelling public, the Chief Engineer shall in consultation with or on the application of the owner or agent of a vessel engaged or used in a service prepare a time table fixing the hours of departure from and arrivals at a wharf or jetty of any steam or motor vessels carrying passengers with such conditions as he may prescribe. The time table shall be posted in a prominent place at the wharf and in the vessels.

63.

Special permits may, on application be granted by Canal Officers to owners or masters in charge of vessels for running special services between two stations for marriage parties, festivals and other similar occasions. These special services will not be permitted to embark/disembark passengers at jetties other than those specially allowed in the permit.

64.

Steam or motor vessels plying for hire with passengers shall be provided with life buoys which shall be kept in a convenient place ready for instant use, as under :-One Life buoy-for vessel of over 40 feet in length and under.Two Life buoys-for vessel of over 40 feet in length and under 60 feet.Four Life buoys-for vessel of 60 feet in length.Each life buoy must be of 30 inches external diameter with a buoyancy of 32 lbs. for 24 hours.

65.

Steam or motor vessels shall be provided with suitable anchors and cables, and such other equipments as the Chief Engineer may direct including mooring rope, lines, boilers, buckets, etc.

66.

No lamp room or such portions of boats as are used for trimming and lighting lamps or storing inflammable oils, shall be situated so as to abut on passenger's quarters. Such room may be located at the extremity of the passenger quarters provided that the surrounding bulk heads are of iron or fire proof and the room opens out on deck.

67.

(a) Steam vessels or motor vessels plying for hire with passengers shall be provided with fire extinguishing appliances consisting of boxes of sand with scoops for applying the sand and with fire buckets shown in the following scale or as may be ordered by the Chief Engineer :

Length of vessel	Boxes of sand capacity	No. of fire buckets
(1)	(2)	(3)
	C.ft.	
Under 40 feet in length	1	1
40 ft. and under 50 ft.	2	2
50 ft. and under 60 ft.	2	3
60 ft. and under 80 ft.	2	4
80 ft. and upwards	2	6

The boxes of sand and fire buckets shall be conveniently placed ready for immediate use. Chemicals fire extinguishers may also be provided in addition to or in place of a proportion of the above stated equipment.

68.

For vessels plying for hire with passengers, and driven by internal combustion engines, the fuel shall be paraffin, or similar spirit and not petrol but no objection may be raised to the carriage of small quantity of petrol not exceeding 2 gallons to facilitate starting the engines.

69.

Fuel tank shall be well and substantially constructed of suitable material. The tank and its connections shall be perfectly oil tight and shall be tested by hydraulic pressure, corresponding to a head of water of at least 15 feet.

70.

The tanks shall be securely fixed in position, and underneath shall be provided a properly supported and suitably leadlined metal tray of sufficient area.

71.

In order to reduce the risk of explosion, the arrangement for filling the tanks shall be such that oil or spirit will not readily be spilled or overflow and drain into or lodge in either the compartment containing the tanks or any other part of the vessel, and provision shall be made whereby the vapour displaced when the tanks are being filled, will be discharged over-board. If tanks are filled through the deck, the wood-work surrounding the inlet pipe, shall be covered with sheet metal to prevent its becoming, saturated with oil or spirit.

72.

No loose cans of oil or spirit shall be carried in the vessel, and the permanent petrol and paraffin tanks shall not be charged when the passengers are on board.

73.

Means shall be provided for relieving the pressure in tanks in case of fire. This shall consist of (a) a light spring loaded valve, or (b) a satisfactory fusible plug, or similar device.

74.

The pipe conveying the fuel to the carburettor shall be solid drawn copper and shall be provided with flexible bends, a cork or valve shall be fitted at each end of the pipe, one on the tank and the other on the carburettor or float chamber and the joints and the couplings shall readily be accessible in such a way that they can be made and kept perfectly oil-tight. Joints made of soft solder shall not be satisfactory and shall not be passed.

75.

Ignition tubes shall not be passed unless oil having a higher flash point than 73 degrees is used for all purposes. If below lamps are used for this class of oil, they shall be fixed and the flame enclosed, and the lamp shall be fitted with a relief valve.

76.

If the motor and fuel tanks are situated below' deck, they shall be confined within a separate water-tight and well ventilated compartment. The compartment shall be furnished with at least two cowl ventilators so arranged as to prevent the accumulation of vapour in the lower part of the space, to which part one of the ventilators shall extend. Any enclosed space, within which the motor or tank is placed shall be ventilated in like manner except in the case of small open launches where louvers, or other suitable openings can be provided in which case one cowl ventilator will suffice.

77.

If the vessel is of wood, a metal tray which can readily be cleaned shall be fitted under the motor.

78.

Wooden flooring particularly near the motor or tank, shall be sheathed with metal and any part of the wood work subject to excessive heat from the cylinders or exhaust pipes shall be sheathed with metal and if necessary an asbestos lining shall be fitted.

79.

The exit from the engine room shall be easy and as far as practicable from the fuel tank.

80.

(a)The greatest care shall be taken to prevent an outbreak of fire, as paraffin oil or wood-work soaked with such oil when once on fire is difficult to extinguish. The greatest safeguard against explosion or fire is cleanliness, consequently the bilges and woodwork shall be kept free of oil refuse and the tanks and fittings shall be perfect tight and dry.(b)Smoking on board the passenger vessel driven by petrol engines shall not be permitted, and notices prohibiting smoking should be posted up in a conspicuous part of the vessel.

81.

Notwithstanding anything contained in these rules :(a)No vessel carrying petroleum in bulk on any canal shall be tied up within a quarter of a mile of any lock or wharf or within any other limits, which may, from time to time be fixed by the Chief Engineer, such limits being indicated by red posts.(b)From sunset to sunrise, guarded red lights of approved pattern shall be displayed on the bow and stern of vessel carrying petroleum in bulk on a canal and on that side of the vessel which other vessel may pass it.(c)The Chief Engineer or any officer authorised by him in this behalf, may by the issue of a notice to the licensee or to the person in charge of a registered vessel, prohibit a vessel carrying petroleum in bulk from plying, whenever he is of opinion that there is danger of standing of the said vessel on account of the shallowness of the water, or that there is danger on account of floods.(d)Suitable moorings shall be carried on vessels carrying petroleum in bulk. Ropes may be used for moorings, mooring chains shall also be carried on board to be used in case of emergencies requiring such appliances.

82.

(1)It shall be the duty of the person in charge of a vessel of any canal to report the occurrence on such vessel of any case of cholera or smallpox at the dock, wharf or station at which the vessel arrives next after such occurrence. The report shall be made to the Canal Officer having jurisdiction

over such place.(2)The Canal Officer shall stop such vessel at once from proceeding further and remove all passengers or other persons from the vessel until it has been disinfected.(3)The Canal Officer shall report the occurrence to the nearest Medical or a Municipal or Sanitary Officer, and shall until the arrival of the officer or officers render every assistance in his power to subdue the out-break, by the distribution of medicines or disinfectants which he should obtain during epidemics and have in readiness with him for use in such emergencies.(4)The vessel shall not be allowed to proceed without a written permit from the Medical, Municipal or Sanitary Officer as the case may be.

83.

No person suffering from leprosy or any other infectious disease shall be carried on board any vessel licensed to carry passengers unless-(1)arrangements have been made to the satisfaction of the Canal Officer for the separation of the persons and his attendants during the whole time that they remain on the vessel from other persons carried in the vessel; and(2)any other special precautions which the Canal Officer may consider necessary have been taken to prevent infection being communicated to other persons employed on or travelling in the vessel.

84.

All vessels used for passenger service shall always be maintained in clean and sanitary condition. Decks, chains, etc. shall be washed down daily and bilges cleaned and all offensive bilges water, and refuse, removed and the closets effectively disinfected.

85.

Vessels plying for hire with passengers shall be provided with properly constructed closets efficiently protected against the weather and of ample internal capacity of not less than 2-1/2 feet by 2-1/2 feet square and 3 feet in height for vessels below 50 feet in height and not less than 3 feet by 3 feet square and 5 feet in height for larger vessels. A clear passage shall be maintained to the closets and they shall be kept clean and in a sanitary condition at all times.

86.

(i)Accommodation shall include clear space on deck, or floor space in cabins, if provided and may also include seating accommodation as approved by the registering authority and provided that the deck space is sufficient.(ii)A separate space shall be served for females, screened off on deck by means of suitable canvas screens not less than 4-1/2 feet high, as may be approved by the registering authority.(iii)Passengers shall not be carried on unsheathed iron decks, and all floor shall be properly laid.(iv)Proper means of ingress and egress shall be given to all passenger accommodations.(v)Inferior lamps hung to decks shall not be considered suitable for properly lighted accommodation.

87.

At the time of issuing a certificate of registration a registering authority shall certify to its stability, proper equipment and the soundness and strength of the vessel and generally for the safety and convenience of the travelling public. The registering authority shall satisfy itself that the proportions of the vessel are such as to provide ample stability to carry with safety the number of passengers for which the vessel has been measured and if in doubt to test the stability of the vessel by placing weights equal to the total weight of passengers and crew at 140 lbs. for each person, such weights to be placed to one side of the midship line or with the area which would be occupied by the passengers crowding to one side. When considering the question of stability and strength of the vessel the registering authority shall remember that as many as the total number of passengers on board as can find standing room are liable to congregate on the deck.

88.

The number of passengers a vessel is registered to carry on the deck, cabin, etc. shall be distinctly shown in such parts of the vessels as are conspicuous and also be specified in the certificate of registration for each vessel.

89.

Vessels plying for hire with passengers and cargo shall be provided with substantial awnings, purdahs and screens properly fitted and secured, to protect passengers from the sun and weather. In the case of vessels which have open rails in place of close bulwarks the rails shall be fitted with screens to be secured in position when required; where half bulwarks are fitted, screens down below the half bulwarks in such manner as to keep out sun and rain, to the satisfaction of the Canal Officer. Note. - Drill, calico and such like flimsy material will not be accepted as substantial materials for awnings, purdahs and screens. They should be of good water proof canvas or other equally strong material.

90.

In order to prevent person from falling overboard from vessel plying for hire with passengers, iron railing adjusted in hooks and removable from their positions shall be fitted to a height not less than that shown in the following scale. Rails shall not be more than one inch apart unless strong matting is provided in the case of open vessels. The height shall be measured from the floorings :

Length of vessel	Height of the rail	
	Feet	Inches
Under 50 feet	2	6
50 feet and under 70 feet	2	8
70 feet and under 90 feet	2	10

90 feet and upwards 3 20

91.

Every owner or master of vessel shall before using any of the vessels for passenger service in any line of navigation fix the fares between the maximum and minimum thus prescribed by the State Government under Section 54-A of the Act for the lines of service and shall intimate it to the State Government for approval and shall not alter the approved fares without the sanction of the State Government. A time table and a table of fares shall be hung up in a conspicuous place in each vessel, at the wharves and at booking offices concerned and such time table or table of fares shall not be varied or altered without the prior sanction of the State Government. The fare shall also be specified in the printed tickets issued to Government. The fare shall also be specified in the printed tickets issued to passengers.

92.

The transfer or taking in of passengers in a vessel shall be done only at the prescribed wharves or landing ghats. In the open water, canal or river, passengers shall not be transhipped from one vessel into any other vessel except in case of accident or other danger to the boards themselves (such as bursting of a boiler or fire on the steamer) which render such transshipment in an open water absolutely necessary.

93.

The Chief Engineer or any other officer authorised by him may from time to time notify that navigation shall be suspended temporarily between specified dates on any inland water.

94.

(1) It shall be the duty of every owner or person in charge of a vessel to maintain a log book in Form I in each vessel showing the time of departure from the starting station, number of passengers at the stations, and stoppage on the way en route, with a column in it for passengers to enter their complaints. The log book shall be produced before the Canal Officer whenever called upon to do so. (2) Whenever a fresh book is brought in use, the owner or person in charge of the vessel shall hand over the used up or spoilt book to the Canal Officer and in the case of lost book an authenticated statement in lieu thereof. (3) The owner or master or other person in charge of a vessel shall enter in the log book a detailed account of any accident that may occur, as soon after the occurrence as possible. These entries should be shown to the nearest Canal Officer within 12 hours of the occurrence of the accident. Note. - In the above rule "accident" shall include all incidents by collision, submergence, partially or wholly whether or not involves loss of life or property.

95.

The officer-in-charge of a jetty shall maintain a log book in Form J for recording the time of arrival and departure of vessels. The person in charge of the vessel shall attest the entries in the register before the vessel leaves the jetty.

96.

It shall be the duty of every vessel plying along with the waterways to halt and give assistance to vessels in distress.

97.

The owner or person in charge of a vessel shall prohibit the issue of single ticket for more than one passenger.

98.

The person in charge of a vessel shall refuse admission to or remove from his vessel any passenger or passengers in excess of the number which the vessel is licensed to carry.

99.

The masters, serangs, Engineers and Engine-drivers shall wear some distinctive badge, that may be prescribed by the Chief Engineer, so that they may be distinguished readily.

100.

(1) Any person aggrieved by an order :- (a) refusing to register any inland vessel under Section 19-F of the Act; or (b) suspending a certificate of registration under Section 19-M of the Act; or (c) cancelling a certificate of registration under sub-section (2) of Section 19-O; may prefer an appeal to the State Government within 30 days of the date on which he receives notice of such order. (2) Every appeal prepared under Section 19-F of the Act shall be affixed with a court-fee of rupees one hundred and shall contain - (i) all material statements and arguments relied upon by the appellant together with an attested copy of the order to which the objection is made. (ii) the petition for appeal shall be presented or lodged in the office of appellate authority. Thereafter the appellate authority shall fix a date for hearing and notice thereof shall be served on the respondent. (4) After hearing the parties if they appear, the appellate authority may - (i) confirm, modify or reverse the order appealed against; (ii) direct further enquiry to be made or such additional evidence to be taken as it may think necessary; or itself take such additional evidence. The appellate authority may pending the result of the appeal direct the execution of the order appealed from to the State and such security may be taken or conditions be imposed as the appellate authority may think fit. Appendix (a) On initial registration, the scale of fees payable will be as follows : (i) Vessels up to and including 50 tons gross

Rs. 40.(ii)Vessels from 51 to 100 tons gross.....Rs. 60.(iii)Vessels from 101 to 200 tons gross.....Rs. 80.with Rs. 20 for every additional 100 tons or fraction thereof.(b)For registering any vessel which has been registered under theMerchant Shipping Act, 1894, as amended by any subsequent enactment.....Rs. 20.(c)Registration a new as directed by the Registering Authority.....Half the rates indicated against (a) above.(d)Registration of alteration to a vessel Rs. 10.(e)Issue of duplicate certificate.....Rs. 10.(f)Registration as a result of transfer of ownership within the same or different State Half the rates indicated against (a) above.(g)Appeal against the decision of Registering Authority Rs. 100.Form 'A'[See Rules 4 and 17]Application for Survey/Registration CertificateName of applicant.....Residence.....Description of vessel.....Vessel built at.....Year in which vessel was built.....Extreme dimensions.....Length.....feet.Breadth.....feet.Depth.....feet.C Period for which Survey/Registration is applied for.....Whether the vessel is intended for the personal use of the owner or for public use.....Place or places between which the vessel is to ply.....Date of application.....Signature of the applicantForm B[See Rule 9]Form of Surveyor's/Inspector's Certificate

Name of vessel	Tonnage	When and where built & material	Horse power	Description of engine and age
(1)	(2)	(3)	(4)	(5)

Description of boiler & age	Anchor & Cables	Hull	General equipment	Name of drivers serangs and engine-drivers andnumber of officers and dck crew and of engine room crew withnumber of their certificates
(6)	(7)	(8)	(9)	(10)

When and where last repaired or cleaned	Limits, if any, beyond which the vessel is to ply	Time if less than six months for which the hullboiler engines or any of the equipments will be sufficient	Remarks
(11)	(12)	(13)	(14)

Form B-1 (in duplicate)Certificate of Inspection of Vessels

1. No. of certificate of M.E.

2. Owner's name and address

3. Tonnage of the Vessel

4. Amount of the fee paid

5. Residence or place of incorporation

6. Description of Boiler, Engines etc.

7. Year in which they were built

8. Are they all in sound condition and fit for the service and for what period?

9. At what pressure may the boiler be safely worked?

10. Are the safety valves correctly set to blow off at this pressure

11. Are the water gauge and all other fittings in order?

12. Are the oil or the petrol tanks in good order and do they satisfy all the requirements of rules?

13. Nature of fuel used.

14. Were any repairs, renewals, or other conditions needed at the inspection and were they all carried out before the issue of this certificate? If so, state them here.....

15. Period for which this certificate shall hold good

16. Number of passengers the vessel is licensed to carry (as detailed at foot)

1st. Class

2nd. Class

3rd. Class

Total: _____

17. Are the certificates of service of competency of the Master, Engineer, Driver and Serang sufficient as per rules?

18. No. and date of the Boiler Certificate in the case of steam boats.

Station.....

Date..... Signature of Inspector

Details for the number of passengers given against column 16

Part or Section of the Vessel Class

Total

Deck,

Cabin

Upper deck 1st 2nd 3rd

other parts,

Total: _____ Certificate of half-yearly Inspection of Vessels

1. No. of Certificate of

2. Description of vessel

3. Extreme dimension of the vessel

Length feet Breadth feet Depth feet

4. Year in which the vessel was built

5. Is the hull of the vessel in good condition and fit for the service?.....

6. Has the life-buoys, lights, signals, buckets, sand boxes, etc. are such as are prescribed by the rules, and are they all kept ready on board? If so, state them briefly.....

7. Has the vessel been tested for stability and found safe for passenger service?

8. Are all fittings and equipments, prescribed under the rules provided on board the vessel?

9. Is the passenger accommodation clean, good and sufficient?

10. Number of passengers the vessel is licensed to carry as detailed at foot and to be painted in the respective parts or sections of the vessel.

1st. Class

2nd. Class

3rd. Class

Total:

11. Are sufficient and suitable latrines provided ?

12. Are protective railings provided wherever necessary?

13. What other precautions against fire or other dangers necessary?

14. Are they provided on board ready for immediate use in emergencies?

15. Nature of repairs, renewals or alterations (if any) needed at the time of inspection. Were they carried out before the issue of this certificate.

16. Period for which this certificate shall hold good.

Station.....

Date..... Signature of Inspector/Canal Sub-Divisional Officer

Form C[See Rule 10]Certificate of SurveyThis vessel bearing No of.....and described below has been surveyed in accordance with rules issued under Government Notification No....., dated and is passed for navigation on canal for a period of.....months.Number of Certificate.....Owner's or Company's name.....Residence or place of incorporation.....Description of vessel.....Extreme dimensionsLength feet.Breadth feet.Depth

feet. Description of Engine - Steam or internal combustion..... Make of Engine..... Number of Cylinders..... Brake Horse Power..... Year in which vessel was built..... Between what towns or places does the vessel ply at present? Number of life-buoys provided..... Number of sand boxes provided..... Number and date of the boiler certificate First Class No..... Second Class No..... Station..... Date..... Signature

N.B.-(1) This certificate must be carried on the vessel along with the Boiler Certificate and produced when called for by any Canal Officer. (2) Nothing in the certificate shall permit of the plying of the vessel beyond the date fixed for the next half-yearly examination and grant of fresh certificate..... Form D [See Rule 17] Certificate of Registration for Vessels Record for suspension on licence

Signature of the Officer or authority ordering suspension	Place	Cause of suspension	Period of suspension
To	From		
(1)	(2)	(3)	(4) (5)

This certificate is granted to permit the vessel noted below to navigate the Canal according to the Inland Steam Vessels Act, 1917, and the rules made thereunder : Name of Certificate..... Owner's name..... Owner's residence..... Description of vessel..... Place where vessel was built..... Year in which vessel was built..... Extreme dimensions Length..... feet. Breadth..... feet. Depth..... feet. Contents, cubic feet..... Gross tonnage..... Deduction..... Registered tonnage..... Date of registration..... Amount of fee paid Rs..... Number of passengers registered to carry..... Maximum load to be carried..... Navigation officer and crew to be carry..... Other special conditions, if any, required by the registering authority should be specified here..... Place of issue..... Date of issue..... Signature of the Registering Authority Note. - 1. Ten cubic feet of cargo is equivalent to one passenger.

2. This certificate is to be returned on renewal or expiry of its terms.

Form E [See Rule 25] Pass for vessels for which the certificate of registration has been lost This pass is granted to permit the vessel noted below to navigate in the canal without the Certificate of Registration as it reported that Certificate has been lost. The fee prescribed for issuing a duplicate Certificate has been paid : Number of vessel..... Description of vessel..... Place and date of certificate..... Name of owner..... Residence of owner..... Fees paid Rs..... Date of issue..... Place of issue..... Period of currency..... Signature of the Canal Officer Form F [See Rule 24] Pass for a vessel the Registration of which is suspended to proceed to its

Destination or place of Repairs This pass is granted to permit the vessel noted below to proceed to its destination or place of repairs, its registration having been suspended :Name of Vessel.....Place and date of registration.....Name of owner.....Residence of owner.....Period of suspension.....Number of rule infringed.....Place of destination.....Lock or wharf wherever suspension should take effect.....

Station.....

Date..... Signature of the Registering Authority

Form G[See Rule 25]Application for Engine Master's/Driver's Certificate of Competency/service

Full name & address of the applicant	Date & place of birth	The names of the house, village & Tahsil to which he belongs	Full name & address of his father	List of certificates or testimonials, etc. sent in with the application
(1)	(2)	(3)	(4)	(5)

A full history of previous service i.e. how & where employed etc. whether of Master, Driver, Serang or Engineer in a steam launch or ferry	Height & other marks of identification	Amount of fees remitted or paid into a treasury, if latter, whether the receipt is attached	Orders to be communicated by the officer concerned to the applicant
(6)	(7)	(8)	(9)

.....Signature of applicantDate of application :Form H[See Rule 25]Certificate of competency/service to act as Engine Driver/Serang/Master or Engineer No.....

Name..... Father's Name.....

Permanent address.....

Temporary address.....

Date of birth..... Height.....

Marks of identification..... 1.....
2.....

.....Signature or thumb-impression of the Driver/Serang/Master or EngineerWhereas it has been reported to me that you have been found duly qualified to fulfil the duties of Engine-Driver/Serang/Master/Engineer on a vessel, I do hereby under the provisions of the Inland Steam Vessel Act, 1917 and the rules made thereunder grant you the certificate of competency of an Engine-Driver/Engineer/Serang/Master on a vessel fitted with a prime mover up to in a vessel of a registered tonnage of under and over tons.

Station.....

Date..... Signature of the Officer

Authorisation to serve in a Public Service Steam or motor vessel so long as this certificate is valid and is renewed from time to time, the holder is authorised to serve in a Public Service Vessel. Date..... Signature of the Officer This certificate is hereby renewed upto..... day..... Signature of the Officer Endorsements Date..... Section and rule..... Fine or other punishment..... Signature of the Endorsing Authority Form I [See Rule 94] Log Book of the Vessel Name of vessel.....

Serial No. Date Name of the Jetty or wharf Place between which the vessel is plying
Place Place

(1) (2) (3) (4) (5)

Sanctioned time of arrival or departure	Actual time of arrival or departure	No. of persons actually found	Cargo in [cubic ft.] [*Every 10 cubic feet of cargo will count as one adult passenger and two children under 12 years of age.] other than personal luggage	
Crew licensed for number of passengers to be carried on board	Passengers			
(6)	(7)	(8)	(9)	(10)

No. of passengers etc. disembarked at the stations	Signature of the master of the vessel	Remarks, if any, of the rules violated	Signature of Canal Officer or officer-in-charge of Jetty	Remarks about stoppage of vessels enroute or complaints, if any, by passengers
(11)	(12)	(13)	(14)	(15)

Form J [See Rule 95] Log Book regarding Traffic of the Vessels Name of the Jetty or Wharf

No. Name of the vessel and the number of the certificate Name of the owner or master Place between which the vessel is plying

Place Place

(1) (2) (3) (4)

Sanctioned time of arrival or departure	Actual time of arrival or departure	Certificate of registration No. of... No. of passengers be carried actually found on board
Crew	Passengers	
(5)	(6)	(7)

Cargo (in c. ft. other than personal luggage)	Remarks, if any, of the rules violated	Signature of the officer-in-charge of the Jetty	Master or other person-in-charge
---	--	---	----------------------------------

(8)

(9)

(10)

(11)