

APPENDIX XXV
(Regulation 380)

Rules for the working of floating outposts and patrol launches.

1. Care and cleanliness of outposts. The officer in charge of a floating outpost shall be responsible for the cleanliness and the proper maintenance of his outpost and the vessels in his charge. The following rules are laid down for his guidance:

Decks, washing of.

(a) Every morning the decks shall be scrubbed and washed down and the office and cabins swept out: and every evening the top deck must be washed down and the upper decks shall be cleaned with holy stone once a week this will prevent its leaking.

All the lamps shall be cleaned and fitted ready for use.

(b) Every evening the lower deck shall be swept. Water shall not be allowed to accumulate or remain anywhere on iron decks and coal shall not be broken up in galleys on cement floors.

Paint work, side curtains and screens, cleaning of

(c) Once a fortnight all the paint work, inside and outside, including the lockers, shall be cleaned and the side curtains and screens shall be scrubbed.

(d) Once a week the officer in charge shall inspect all bilges, bilge pumps, fresh water tanks, sanitary tanks and mooring chain, and have them cleaned, if necessary,

Chains, cleaning of mooring –chains, oiling of mooring Bilges to be kept dry.

(e) The length of the mooring chains not in the water should be oiled on the first of each month.

(f) the bilges shall always be kept dry.

Tanks, when not in use.

(g) Fresh water and sanitary tanks shall also be kept dry when not in use.

(h) Constables attached to floating outposts shall perform all the duties enumerated in items (a) to (g) except item (d) and the officers in charge shall see that these are properly done. Anchor, sighting of chains Oiling of an anchor.

(i) Once every quarter the anchor shall be sighted and the lengths of the mooring chains in the water oiled. The outpost shall afterwards be remoored. In certain Khals and rivers it is necessary to take up or sight the anchor oftener than once a quarter owing to silting up when the water rises. Officers in charge must use their own discretion in this matter, but they shall be held responsible that anchors do not get buried.

(j) The utmost care must be exercised when a ghasi boat is being towed by a launch. All portable articles should be removed, and if bad weather is expected the deck boards and oars should be removed and placed on the launch.

(k) A ghasi boat should be towed thus

The towing rope should not be shorter than 20 feet and should be made fast to the ring and then passed round the nose of the ghasi boat, the through the ring again. This method relieves a lot of strain from the ring. The serang is periodically to examine the tow whilst under way. A manjhi should be posted at the helm to con the ghasi boat, and the deck planks should always be secured as far as possible and fastened down.

(l) Officers in charge of floating outposts should note that all anchor chains of floating outposts and quarters should be made fast fast to the mooring bits supplied for that purpose.

(m) Officers in charge of police stations and Inspectors shen visiting floating outposts should satisfy themselves that these rules are observed.

2. Principal duties of floating outposts. The following are the duties of the floating out posts:

Crime, prevention of.

(a) Prevention of crime and maintenance of law and order on the rivers, at ghats, hats on the river bank, and at boat stopping places.

Surveillance over local criminals.

(b) Supervision over

(i) local criminals.

(ii) criminals using land and water indiscriminately as the scene of their operations.

Surveillance over up country criminals.

(c) Surveillance over and checking the movements of up country river criminals known to have left their country for West Bengal or found on the rivers in West Bengal.

Disputes over land.

(d) Assisting the officer in charge of the police station in disputes or disturbances in riverine tracts. Obstruction, trade routes.

(e) Maintenance of the fairway and prevention of obstruction on the main trade routes where the need arises. Traffic, regulation of.

(f) regulation of river traffic at large hats, halting places and melas in their patrol area.

(g) It must be born in mind that in some cases the patrol area will comprise a river or part of a river running between two police stations, two circles or even two districts. Even so, the rules above apply and the officers attached for duty to the floating outpost shall devote their attention as far as is necessary to both sides of the river within I mile of the bank, and though for administrative purposes floating outposts and launches are definitely allocated to a particular police station, circle and district, the patrol staff shall co operate fully with neighbouring administrative units on the opposite shore within the State.

Local Knowledge.

(h) In order to carry out the duties adequately, it is necessary that each officer in charge should have a very intimate knowledge of his charge. He should make the acquaintance of all the respectable persons living on the banks or close to the rivers.

Bad characters, Knowledge of.

(i) He should also make himself personally acquainted with every registered bad character, every person registered under the Criminal Tribes Act, 1924 as far as possible, every person who has been convicted or suspected in cognizable offences against property residing within a mile of the river bank.

Enquiries, general.

(j) He should continually make enquiries regarding crime and criminals, and endeavour to obtain information useful to the police. The only means to attain this object is by constant patrolling. By patrolling it is not meant that officers are to travel aimlessly from end to end of their jurisdiction and back again. It is necessary that patrolling always be done with some definite object in view.

3. Classes of patrols. The following are the various classes of patrols:

(i) Ordinary patrols.

(ii) Special patrols.

(iii) Joint outpost patrols.

(iv) Mobilization patrols.

Ordinary patrols.

(a) Ordinary patrols shall be usually in charge of the Assistant Sub Inspector of the floating outpost. In his absence the senior constable shall take command. Two other constables shall accompany the patrol. The Assistant Sub Inspector and the constable shall be told off in 2 hour watches so that there shall invariably be I police man awake and, on the look, out in the

patrol boats. The officer in charge of a patrol when leaving the outpost for patrol duty shall leave behind in a sealed cover his tour programme, to which he shall adhere as closely as possible. When passing a police station which is on the bank the patrol boat shall invariably call in to ascertain if there is any information of value. Big hats and mooring places should also be visited and bad characters, particularly Criminal Tribes Act men living near the bank, should be looked up. Patrols should frequently double back over the same area in order to try and surprise any criminals who have been waiting for the patrol to pass. The times and days for patrol should be changed as much as possible. Night patrols should be done as often as possible and never less than 15 nights in a month. Patrol should be performed between the hours of 8p.m. and 4 a.m. and officers should see that the boats are actually on the move for at least 4 hours.

Launch patrols.

(b) Launch patrols shall be performed by a sub Inspector and 3 constables. Here also 1 Constable shall invariably be awake and on the alert near the helmsmen. Rule 3(a) above shall apply as far as is consistent, except that launch patrols shall be on the move for at least 6 hours. The launch patrol shall cover the hole area allotted to it by the Superintendent and shall not remain constantly in the vicinity of a floating outpost. The Sub Inspector shall periodically check the boat patrols.

Special patrols.

(c) Whenever and outbreak of crime occurs in a particular locality the Circle Inspector will order special patrols. Joint patrols.

(d) Whenever the Inspector considers it necessary he may combine the patrols of any two police station and order patrolling in any particular area. He should always report to the Superintendent whenever he orders such a patrol. Orders should always be issued confidentially.

Whenever possible Inspectors should arrange that several patrols should meet at some rendezvous on certain days and exchange information. Such orders should be confidential.

Mobilized patrols.

(e) If the Superintendent desires to have any particular area closely patrolled he may, if he thinks necessary, withdraw as many patrols as he thinks fit and concentrate them, due regard being had to the question of leaving unprotected the areas from which patrols are to be withdrawn. Such mobilized patrols should be reported to the Deputy Inspector General.

4. General instructions regarding patrols. (a) Any group of boats, especially up country boats, should be watched, If necessary, the anchor should be dropped close by or if the patrolling officer thinks it advisable, he should proceed until he gets out of sight and then drop back quietly.

Up country criminals, watching of.

(b) It is a known fact that up country criminals often leave their boats at night and go a distance in their dingis to commit offences. If there is any reason to suspect the crew of any boat, it should be visited late at night to ascertain whether any members are absent. If such be the case, the patrol party should quietly await their return with a view to arrest them if they are found with stolen property or if they are unable to give a satisfactory account of their absence.

Bad characters, watching of.

(c) The same procedure should be followed when a bad character is found absent from his home and there is reason to suspect that he has gone out to commit crime in the locality.

Bad characters, absence of, action to be taken.

(d) When a Sub Inspector or an Assistant Sub Inspector finds a bad character absent from his home and after enquiry from the villagers has reason to believe that the man will not soon return, he should then and there ascertain the following particulars and send intimation by letter to the police station concerned through the village chaukidar:

- (i) where the man is supposed to have gone;
- (ii) the business on which he has gone;

(iii) with whom he has gone all names and addresses to be given;

(iv) the possible date of his return.

If the chaukidar tells the Sub Inspector or the Assistant Sub Inspector that he himself has already reported these details even then the Sub Inspector or the Assistant Sub Inspector should give him the letter, instructing him to make it over at the police station on the next parade day.

Absconders, enquiry about.

(e) patrol parties shall search for absconders at the houses of their relatives near the river banks, both by day and by night. Map, study of, when serious crime reported.

(f) On receipt of information of the commission of a dacoity or other serious offence, the officer receiving it shall at once study his map and decide what action is necessary to arrest the offenders.

Dacoity, action to be taken in regard to.

(g) Every officer in charge of a floating outpost shall examine his map carefully in consultation with the officers in charge of the police stations concerned and choose, for future guidance, certain points where interception would probably be easy of any persons who may have taken part in a dacoity or other serious offence at important bandars or hats. When he gets news of such an occurrence, he can at once decide at what point he is most likely to intercept the culprits, having regard to the particular case under consideration, and he shall make for that place with all possible speed.

Launches, private borrowing of.

If he considers it advisable to watch other points he should, if possible, split up his force into two or three parties and, if necessary, hire extra boats. If no launch is available and there are private launches in the Vicinity requests should be made for as many as are required.

Dacoits, Bhadrak, watch for.

(h) Patrol parties should constantly be on the look out for boats containing suspicious bhadrak youths.

5. Personal diaries of Sub Inspectors and Assistant Sub Inspectors. Every Sub Inspector assistant Sub Inspector and senior constable in charge of a patrol will maintain a personal diary register which will be written up when out on duty, patrol or otherwise.

The Sub Inspector's diaries should be dispatched daily, if possible, to the Inspector, and the Assistant Sub Inspector's or senior constable's diaries, should be dispatched daily, if possible to the Sub Inspector for submission to the Inspector, who shall be responsible for sending extracts of interest to bordering administrative units concerned.

6. Patrol Register. On every launch and floating out post shall be maintained a patrol register in form A below the entries being made from the personal diaries immediately on return from patrol. The register is not to be taken away from the launch or outpost.

7. Fortnightly return. From each launch and out post will be sent, through the officer in charge of police station, to the Inspector on the 1st and 16th of each month, a copy of the entries made during the previous fortnight in the patrol registers maintained by the Sub Inspector or Assistant Sub Inspector.

In these registers every kind of work is shown; the remarks column contains all information not connected with actual patrolling.

8. Study of boats and driver criminals. One of the main objects of the ordinary and launch patrols should be to find out exactly all information about boats plying on the river in their jurisdiction; whether any foreign and especially up country boats are plying; how they decide upon anchorage; whether this depends on wind and tide or whether there are regular known anchoring places. Careful notes should be kept upon this subject.

9. Uniform to be worn on patrol. Officers when on patrol must invariably wear correct uniform.

10. Deleted.

11. Opium and excisable articles. The patrols shall keep a sharp look out for illicit conveyance of opium and other excisable articles, and also for persons traveling with unlicensed arms and explosives.

12. Distressed vessels help to. It shall be the duty of the police whenever they see a boat or other vessel in distress to render all possible assistance consistent with the safety of their own boat or vessel.

13. Wrecks, In the event of a wreck it is the duty of the senior police officer present to ascertain details of ownership and cargo, and to report the facts to the nearest police station.

14. Roster of duties. A regular roster of duties must be kept up in B.P. Form No.61, and each constable will be given his turn of guard, Patrol, etc., in proper order. There shall be no favouritism. Circle Inspectors when inspecting police stations will pay special attention to this register.

15. Attendance at steamer ghats. A constable in uniform should as far as possible attend the arrival and departure of all steamers at ghats near which there are floating outposts.

16. Boats without lights. Under the rules framed by the Provincial Government under section 52(f) of the Inland Steam Vessels Act, 1917(I of 1917), all vessels under oars and sails when under way or when lying in the stream shall, where there is a mast, carry there on a white light in a lantern so constructed as to show a clear inform and unbroken light from a conspicuous position so as to be visible all round. Breaches of the above rules being non cognizable the police have no power to arrest without warrant, except as provided under section 57, code of Criminal Procedure.

17. Signals. The following signals shall be used by the officers at police stations and outposts and by the village police when they desire to call the assistance of a patrol launch or patrol boat:

In day time.

At police stations and outposts —The hoisting of a red flag on a long bamboo.

Rural police.

A chaukidar's pogri tied to a bamboo and waved in the air and dropped several times to the ground.

At night.

Two men each waving two torches up and down.

18. Launches and crews. The launch crews shall be under the same discipline as the executive branch of the Police, and shall be enrolled under the Police Act.

Serangs and drivers of launches are to be certificated men under the provisions of section 25 of the Inland Steam Vessels Act, 1917, and they will be held responsible that the provisions of that Act, as well as all by laws issued under the Act, are observed.

Cadre for the crews of all police launches allotted to different district should be maintained on a Range or Brigade basis,

i.e., there shall be there cadres one in Central Range, one in Western Range and another in the Brigade. The Range or Brigade Deputy Inspectors. General shall be responsible for the control in the matter of appointments, promotions, postings and transfers of the crew in their respective cadres. Superintendents of districts to which launches are allotted shall draw on separate bills, the pay of the crews attached to their respective districts. As audit will be conducted on a State basis, no objection will be raised if the sanctioned strength of a particular district is temporarily exceeded provided the sanctioned strength of the State is not exceeded.

19. Training of the crew. The training of the members of the crew attached to police launches shall be arranged by interchange between police launches and pooled launches in the same district by mutual arrangement between the District Magistrate and the Superintendent Concerned. These transfers need not be shown on paper but a police rating after he has served on a pooled launch for the period required for the purpose of qualifying himself

for examination shall be given by the Controlling Officer to that effect which shall be accepted by the Examining Officer as a voucher for his service.

20. Coaling by crew and scale of remuneration. In an emergency it shall be the duty of all crews of launches to assist in coaling their respective launches when the ordinary agency for this purpose is not available. When called upon to perform such duty, each member of the launch crew so assisting will be paid according to the following scale.

- (i) Serangs and drivers As. 8 a day.
- (ii) Sukhanis and tindals As. 6 a day.
- (iii) Lascars and stokers As 4 a day.

21. Serang to be responsible for navigation and not to be interfered with. A sub Inspector on his own patrol launch is the superior officer of the serang, but the serang is solely responsible for the safe navigation of the vessel and interference on the part of the sub Inspector or any other officers traveling should be avoided.

22. Duty of pilot and serang's responsibilities. The serang is to order everything that relates to the navigation of the launch to be performed as the pilot shall require, but, nevertheless, he is to attend particularly to the pilot conduct, and, if he shall have reason to believe the pilot is not qualified to conduct the launch, or the pilot is running her into danger, he shall remove him from his charge and take such measure for the safety of the launch as circumstances may require, noting the facts and time of removal in his log book. If the launch be damaged at any time through the ignorance or negligence of the pilot and if a common degree of attention on the part of the serang would have prevented the disaster, the serang will be deemed to have neglected his duty.

23. Serang to be responsible for articles on launch. The serang is held strictly responsible for every article on his launch, and should any one removes anything in contravention of these orders, he shall report it at once to the Superintendent concerned.

24. Officer in charge of police station to be responsible for State property in floating craft. When any article is issued for a floating outpost or launch, it must not under any circumstances be taken away without orders. The officer in charge of a police station is responsible for all State property on the floating craft in his jurisdiction and he shall see that the lists are kept correct and up to date. No floating outpost or launch shall be without a list of State Property, and officers in charge of Police stations shall check these lists at least once a quarter.

25. Launches to be anchored at ghats. A police launch should be anchored as far as circumstances permit near ghats and anchorages at night, so that country boats may be afforded protection. This must particularly be the case during the jute season. Launches shall on no account be moored alongside floating outpost when halting for the nights or on the approach of bad weather.

26. Log books. A log book is carried on each launch, and the serang is held responsible that it is produced as soon as any officer goes on board. He will enter it up himself on any day on which no officer travels. Officers are requested to enter up the log book daily, as this is the only check on coal consumption.

The log book for serang and driver shall be kept in Bengal Form Nos. 344 and 345 respectively and scrutinized by inspecting officers as often as possible. The entries in the two books shall be compared.

All officers using launches should keep up the log book regularly in their own handwriting. The book should form a diary of the launch, and every important detail concerning the launch should find entry in it. It will also be a means of checking the consumption of oil, coal and stores if officers will take a personal interest in the matter. Officers should daily initial column 11 of the driver's log book and should check from time to time the actual balance of coal and oil on board.

27. Uniform to be always worn on duty. The crew should be in full uniform as prescribed in Chapter XIX, Volume I, when the launch is traveling, and any slackness should be noted in the log book.

28. Banking fires. The attention of all drivers is drawn to the fact that banked fires does not mean they should let off all steam out of the boiler. When ordered to bank fire, a driver must see that he keeps 40 to 45 lbs. of steam per square in the boiler, so that the launch may start at any time within an hour of receiving an order.

29. Watchman always to be one on launch. There shall always be one lascar on duty as look out on every launch, whether she is running or at anchor. It shall be the duty of the serang to depute lascars for this duty. He shall enter the name of the lascar with the time of his duty in column 11 of the log book.

Ordinarily a lascar should not be on duty for more than 2 hours at a time.

30. Serangs' making and taking over charge. Serangs when making and taking over charges of a launch shall check the stores on board and submit a written report signed by both serangs to headquarters.

31. Attendance register of crew. The serang of each vessel shall maintain a daily attendance register for the whole crew in form C below. He shall enter against each men's name whether he is present (p), absent (a), or on leave.

32. Serang's report regarding leave of crew. In the case of men going on or returning from leave, the serang shall a report to the Superintendent through the Circle Inspector giving the dates.

33. Grant of free railway and steamer warrants to members of police crews. Members of the police crews, except serangs and drivers, when granted leave will be allowed free third class railway and steamer warrants to and from their homes in accordance with S.R.137A of the Fundamental Rules.

34. Cleanlines of launches. Steam launches shall be kept scrupulously clean. All brass work shall be polished daily, the deck shall be washed down every day, and well-scrubbed with sand and cocoanut husk when required, and the machinery shall be oiled. In the case of iron and steel boats, all rust and corrosion shall be removed from the angles and places inside and out, where accessible, and the surface shall be kept carefully painted.

The gratings of police station launch with —hog deck foreheads shall be removed daily for washing down purposes and this deck shall be cleaned with holystone at least once a week.

All bilges except those of the engine room and stokehold shall be kept dry.

All adjustments and minor running repairs shall be carried out by drivers. Drivers who fail to execute small repairs shall be reported to the Superintendent for punishment.

35. Cleaning of boilers. Launches plying in fresh water shall have their boilers cleaned once every 3 months and those plying in brackish water shall have their boilers cleaned once every 2 months; 7 days shall be allowed for boiler cleaning. When a launch is laid up for cleaning, the boiler should not be blown down until the pressure is reduced to 12 to 15 lbs. per square inch, and doors should not be opened until the boiler is reasonably cool.

At 4 p.m. on the 9th day the boiler should be closed and filled with water and the fires lighted the boiler will be ready for full steam to be raised on the tenth day.

Every care shall be exercised in raising steam, 12 hours being allowed in station launches in —C type launches and 24 hours in launches of the —A and —B type.

Only in cases of grave emergency should steam be raised in less than the prescribed time and an entry made in the driver's log book to this effect.

The driver shall ascertain that both doubles shut off cocks of the water gauge column are open to ensure a true reading of the water gauge.

The Circle Inspector shall see that the boilers of all launches working in his Circle are cleaned according to the foregoing instructions.

The respective Deputy Inspectors General in consultation with the Engineer Superintendent shall be responsible for seeing that particular launches under their control are not kept too long in saline water. Launches after two years in a saline area shall ordinarily be transferred at the time of annual overhaul,

to a fresh water area. This point should be specially looked into by the Engineer Superintendent.

36. Trimming of coal on deck. While a launch is running, all trimming of coal on the deck shall be done by the khalasis: when she is not running, the trimming shall be done by the engine room staff.

37. Vacancies on launches How to be filled up. When vacancies among firemen or lascars take place and outsiders are employed, they will get the lowest pay of the grade and local and provision allowance, if any. The pay of such outsiders will cease from the dates of return of the permanent men, whether the latter actually join the launch on those dates or not. as far as possible senior men already in the service will be promoted in leave vacancies, but there will be no actual transfer in the case of leave for less than three months.

38. Command certificate to be issued to serangs. An officer dispatching a launch on any duty shall, before the launch leaves his police station or charge, issue a command certificate to the serang; he will note in the remarks column the amount of coal on board and initial the coal statement. On arrival of the launch at its destination, the officer to whom it has been sent shall check the quantity of coal on board and show it in the remarks column at the same time initialing the coal statement.

Any delay in the journey on the part of the serang shall be brought to the notice of the Superintendent.

39. Fire on launch. In the case of a fire on a launch an attempt should be made to extinguish it with sand, fireextinguishers or wetted blankets, and then all hatches will be battened down and the serang will steer for the nearest shallow water and anchor away from houses. The senior sukhani will take charge of the pumping operation. Should the fire occur in the engine room or coal bunker, the driver will take charge.

In the event of a fire breaking out in the daytime, the lascar on the watch will give the alarm by ringing the ship's bell repeatedly. The crew upon hearing the alarm will take up their stations.

At night time the lascar on watch will raise the alarm and first call the serang, driver and senior sukhani and then the remainder of the crew, who will take up their stations.

For the purpose of extinguishing fire, each launch should always have on board at least one fire extinguisher, and fire buckets in the proportion of one for each of the crew.

40. Collision. In the case of collision, when a launch has been badly damaged, the serang will steer for the nearest shallow water and take all possible precautions to stop up the holes with gunny bags, jute, etc.

The lascar on the watch will raise the alarm and awaken any of the crew who may be sleeping. The whole crew will proceed to their stations immediately upon the alarm being given.

41. Electric light during fire or collision. When a fire or collision occurs at night, the electric light should be started as soon as possible to minimize the confusion that might arise and for the better carrying on of the work in hand.

42. Shipping casualties, Inland Steam Vessels Act, 1917 sections 32 and 33. When ever any damage or casualty of the nature described in section 32 of the Inland Steam Vessels Act, 1917, is caused to or by a steam vessel belonging to or under the control of the police, the serang of the steam vessel shall forthwith send a report of the incident to the Superintendent through the officer in charge of the police station. On receipt of such a report the Superintendent shall submit a report direct to the Inspector General giving all available details. He shall subsequently report the result of enquiries made into the cause of the damage or casualty with his opinion as to the necessity or otherwise of any further enquiry. Copies of evidence taken will be sent with this report. Copies of both the reports shall also be submitted to the Range Deputy Inspector General concerned.

The Inspector General shall submit copies of all such reports to Government with his opinion.

43.Coal, quantity in bunker how calculated. The following is the method to the adopted in finding out the quantity of coal in a bunker without weighing it:

Supposing you know nothing of the size of a coal bunker, then the first opportunity you get to measure it do so taking the length, breadth and height, keeping the measurements is feet and fractions of a foot. This will give the cubic capacity.

Knowing this and taking the recognized factor of 40 to 45 cubic feet to contain 1 ton, i.e., 27 ½ maunds, divide the cubic capacity by 40 (this figure being approximatelty the best factor for this part of the country), and the result will be the number of tons the bunker will hold, To convert into maunds multiply by 27 ½. The following is an example:

Height 5 feet. Length 10 feet. Breadth 2 feet.

10x5x2=100 cubic feet.

100/40=2 ½ tons.

2 ½ x27 ½ =68 1/8 maunds.

If there are two bunkers in the launch, one on either side, then the total quantity that the launch can carry will be the double that amount.

When these figures are known to the officer on board the launch it is an easy matter to find out the quantity remaining at any time in the bunkers. Any one examining coal bunkers will find the bunkers are marked off equally by angle irons, running perpendicularly like this:

2`-0	2`-0	2`-0	2`-0	2`-0
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The officer now knowing the number of divisions in the bunker, will find it very easy to form a fairly accurate estimate of the quantity of coal remaining in the bunkers, which can be done as follows:

F		A		B		G
K	1	2	3 C	4	5	J
			D		E	H
I						

F. G.H.I. is a bunker and is divided into five equal parts 1, 2, 3, 4, 5, by angle irons. The coal bunker door is at GH the end of the bunker. As coal is being taken from the lower portion

Of the bunker it will fall and form an inclined plane AE. Now supposing the officer at this stage (when the coal remaining was contained in this space FAEI) wanted to find how many maunds remained. He would at first fix the point C, being the centre of the inclined plane AE. Next he would find out the proportion that CJ (the empty space of the bunker) bore to the whole length KJ, which in the above illustration is exactly half, the point C being the centre of the space No. 3. If as had been worked out previously, the bunker capacity was 2/1/2 tons or 68/1/8 maunds, the coal remaining would be 1/1/4 tons or 34/1/10 maunds.

By fixing point C half way on the inclined plane AE. Two triangles CBA and CDE can be formed which will be found equal to one another. Therefore, if the coal in the triangle CDE could be stacked in the empty space CBA a complete rectangle FBDI of coal would remain leaving the rectangle BDHG empty, and, as has been shown before this is exactly half.

44.Supply of coal and coal accounts. Coal contracts will be made by the respective Deputy Inspector-General for all police launches under them in consultation with the Superintendents But the payment for coal supplied will be made by the officers concerned from the allotment that will be placed at their disposal.

When submitting the coal account, each officer in charge of a launch will also submit a certificate to the following effect: Certified that I have satisfied myself that the coal entered in column 5 was actually obtained and that the details of _Hours under Bank Fire’ and Halts’ are correct.

45. Coaling to be supervised. Whenever possible the coaling should be seen personally by the launch officer and he should countersign the voucher.

46. Sickness among crew to be reported. In the weekly return of men reporting sick launch crews laid up and not working owing to sickness of crew should be immediately reported to the Superintendent concerned.

47. Charges for assistance rendered by companies, steamers to Government launches and vice versa. (a) Fees on the scale noted below shall be paid for assistance rendered to Government vessels by steamers belonging to the River steam Navigation Company and India General Navigation company-

(i) Rupees 100 up to 3 hours' detention.

(ii) Rupees 200 beyond 3 hours and up to 6 hours' detention.

(iii) Rupees 350 per diem of 24 hours or part of a day exceeding 6 hours.

(b) When assistance is rendered by Government vessel to a steamer of the above companies half the above fees shall be payable by the company to Government.

(c) The period of detention shall be reckoned from the moment when the assisting vessel stops her engines to the moment when she gets under way again after rendering assistance. (Bengal Government order No. 4273P.D. , dated the 21st October 1913.)

(d) (1) when assistance is required from other vessels full details are to be entered in the log book showing:

(i) the hour at which another vessel is signaled for assistance and the name of the other vessel, its owner and the nature of work on which engaged at the time,

(ii) the hour at which the other vessel stops her engines or replies;

(iii) the hours during which active assistance is rendered;

(iv) the hours at which active assistance stops; and

(v) the hour at which the assisting vessel finally gets under way after rendering assistance.

(2) If the laps of time between (iv) and (v) is excessive, the serang should note reasons for the delay, e.g., picking up flats at anchor owing to coal, water, etc.

(e) Assistance should not be obtained from such vessels unless there is fear of loss or great damage, e g., grounding where the river is falling or grounding in shifting sand. In such cases every endeavour should be made to get the launch off and the aid of a steamer should be obtained only as a last resort.

48. Launches, agrounding of, procedure and precaution. (a) When a launch runs aground whatever the state of the tide, she should at once endeavour to get off again if she can (i) run her engines without choking up inlets, or (ii) lay out a kedge anchor or (iii) by both (i) and (ii) together. The serang is responsible for seeing that after dark the usual riding lights are burning brightly.

(b) Where there is little or no fall of tide, the anchors may be laid as a wedge to assist engines in refloating the launch. In this case the position of the anchor should be marked by a dinghy or jolly boat, which at night should carry a bright white light. The serang of the launch is responsible for seeing that these precautions are taken and for seeing that anchors are not laid in or near the fairway where they are liable to be fouled.

49. Supervision over salvage operations. When salvage operations in connection with any steam launch, the property of the police Department, are undertaken by a private firm, an officer not below the rank of Inspector shall be specially deputed to supervise the operations. He shall keep a diary in which he shall note their progress from day to day, the vessels, stores, machinery and tools supplied by the firm, and the number of workmen employed with their rate of wages. The object is to enable bills submitted by the firm to be checked on reliable data.

50. Certificate to be given when taking over vessels. When launches are sent to the dockyard for overhaul they will remain under the charge of the serang. In the case of floating craft the Engineer Superintendent will take charge of the gear during repairs and shall store it in one of his godowns re-issuing

serviceable and replacing unserviceable gear on the craft when the overhaul is complete.

On the return to its station of a floating craft, or of a launch after overhaul the Assistant sub-Inspector or the Sub-Inspector concerned shall take over the launch or craft and send the following certificate through the officer in charge of the police station to the Superintendent.

“Certified that I have received charge of P.L. No..... (or floating outpost No.....). There are no/the following defects that require to be made good.”

51. Construction or purchase of steam launches and boats. Proposals for construction or purchase of new steam launches or boats shall be submitted to the Inspector-General who will consult the Engineer Superintendent, Government Dockyard, Kidderpore, regarding suitable types of vessels and cost before submitting the same to the Provincial Government.

53. Repairs to and overhaul of craft at Government Dockyard. The repairs to launches and other craft of the police shall be carried out at the Government Dockyard at Kidderpore, except in urgent cases, when if not costing more than Rs. 250 for the former or Rs. 50 for the latter, they may be executed locally.

In July each year the Engineer Superintendent shall submit a forecast of the cost of overhauling and repairing the launches, etc., in the ensuing year to the Inspector-General with explanatory notes for the necessary funds to be provided in the next budget. On receipt of the budget grant the Inspector-General will communicate the allotment to the Engineer Superintendent who will arrange to have such repairs and overhauling done as the funds will allow of. The Engineer Superintendent will submit recovery claim to the Inspector-General for necessary adjustment.

In April each year the Engineer Superintendent will submit through the Range Deputy Inspector-General a brief report regarding the repairs carried out during the last financial year and the condition of each vessel. This report will be forwarded by the Inspector-General to the provincial Government with his remarks, if any.

54. Checking of general and engineer stores. Once a month the Sub-Inspector detailed to a launch and the Assistant Sub-Inspector in charge of a floating outpost shall check all general and engineering stores (dead stock) with his list of property and certify to its correctness or otherwise in his general diary on the 1st of each month.

Stock books for expendible and permanent stores shall be maintained for each launch.

55. Supply of stores and adjustment of cost. The rules relating to the supply of stores contained in the Rules for the use and upkeep of launches under the pooling scheme shall apply mutatis mutandis to the police launches.

The Engineer Superintendent, Government Dockyard, supply all permanent stores and the principal Officer, Mercantile Marine Department, Calcutta District, Calcutta, all expendible stores to police flotilla every four months and submit recovery claims to the office of the Inspector-General for necessary adjustment against the appropriate head in the provincial police budget. The budget provision for stores will be made in the provincial police budget and the budget allotment when sanctioned will be communicated to the Engineer Superintendent, and the principal Officer, Mercantile Marine Department, Calcutta District, Calcutta, each year.

56. Report of loss or damage to state property. All cases of loss or damage to State property on launches or other floating craft shall be reported immediately with full details to the Superintendent.

57. Disposal of unserviceable stores. All condemned articles shall be sold and the proceeds credited to the treasury or, if sale is not possible, shall be destroyed in the presence of the Superintendent of police/ commandant concerned. If the articles are sold the number and date of the treasury chalan shall be entered in the stock book and the articles which are destroyed should be written off. A certificate shall be given in the following form:-

Certified that the loss or damage does not disclose a defect in the system or serious negligence on the part of any officer.

58. Registers. The following register shall be kept in the floating outpost:-
- (i) General diary (in B.P. Form No. 65).
 - (ii) Roster of duties (in B.P. Form No. 61).
 - (iii) Patrol register (in form A below). This register will also be kept on each patrol launch.
 - (iv) Register of cases reported direct to the floating outpost in Form B below.
 - (v) Register of receipts and issue of forms, stationery and stamps (in manuscript).
 - (vi) Receipt and dispatch registers in Bengal Form Nos. 16 and 19.
 - (vii) List State property (in manuscript).

FORM A
Petrol Register

Date	Hour of departure from policestation.	The hour or return to police station	The hours and number of hours of day patrol and name of river patrolled and whether by ghasi boat or launch.	The hours and numbers of hours of night patrol and name of river patrolled and whether by ghasi boat or launch.	The hours and number of hours halted. Time and weather in ghasi boat or launch.	General remarks, including names of bad characters, police stations and important places visited, etc.
1	2	3	4	5	6	7

Form B
Register of case reported to the floating outpost.

Serial No.	Complainant’s name, father’s name and residence.	Accused’s name, father’s name and residence.	Date and hour of report.	Date and hour of dispatch to local police station.	Offence with section	Remarks
1	2	3	4	5	6	7

FORM C
Daily Attendance Register for crews.

Rank	Name	Date	Remarks
1	2	3	4