

©  
Government of Kerala  
കേരള സർക്കാർ  
2010



Reg. No. ഓ. നമ്പർ  
KL/TV(N)/12/2009-2011

# KERALA GAZETTE

## കേരള ഗസറ്റ്

### EXTRAORDINARY

അസാധാരണം

**PUBLISHED BY AUTHORITY**

ആധികാരികമായി പ്രസിദ്ധപ്പെടുത്തുന്നത്

---

Vol. LV വാല്യം 55	THIRUVANANTHAPURAM, FRIDAY തിരുവനന്തപുരം, വെള്ളി	30th April 2010 2010 ഏപ്രിൽ 30 10th Vaisakha 1932 1932 വൈശാഖം 10	No. } നമ്പർ } 1055
----------------------	---	---	-----------------------

---

GOVERNMENT OF KERALA

Coastal Shipping and Inland Navigation Department

NOTIFICATION

G. O. (P) No. 5/2010/CSIND.

*Dated, Thiruvananthapuram, 30th April, 2010.*

S. R. O. No. 424/2010.—In exercise of the powers conferred by section 19(1), 19 R, 29(1), 30, 30A, 52(1), 53(1), 54(1), 54(b) and 67(1) of the Inland Vessels Act, 1917 (Central Act I of 1917) and in supersession of the Travancore Public Canals and Public Ferries Rules, 1100 ME, issued under the Public Canals and Public Ferries Act, 1096, the Cochin Public Canals and Backwaters Navigation Rules, 1114 ME issued under the Cochin Public Canals and Backwaters Navigation Act, 1092 and the Canals and Public Ferries Rules, 1917 issued under the Canals and Public Ferries Act, 1890, to the extent they apply to mechanically propelled vessels and the Inland Vessels Survey and Registration (Kerala) Rules, 1999 issued under G. O. (P) No. 1/99/CS&IND dated 5th June, 1999 and published as S.R.O. No. 503/99 in the Kerala Gazette Extraordinary No. 1112 dated 5th June, 1999, the Government of Kerala hereby make the following rules, namely:—

CHAPTER I  
PRELIMINARY

1. *Short title and commencement.*—(1) These rules may be called the Kerala Inland Vessels Rules, 2010.  
(2) They shall come into force on such date as may be appointed by Government by notification in the official Gazette.
2. *Definitions.*—(1) In these rules, unless the context otherwise requires,—
  - (a) 'Act' means the Inland Vessels Act, 1917 (Central Act 1 of 1917);
  - (b) 'amidships' means at the middle of the length L;
  - (c) 'Approved life-buoy' shall be deemed sufficient to provide buoyancy for two persons;
  - (d) 'approved consultant' means a naval architect or a marine engineer qualified to certify the safe construction of hull/machinery of the vessel for the purpose of survey and duly approved by the Competent Authority;
  - (e) 'Buoyant apparatus' means rectangular rafts fitted with buoyancy tanks sufficient to support up to fourteen persons in the water and includes buoyant deck seat;
  - (f) 'Certificate of Survey' means the certificate of survey granted under section 9 of the Act;
  - (g) 'Class Survey of Classification Society' means survey by a ship classification society to assign characters and class notations of inland vessel;
  - (h) 'channel marks' include coconut piles/bamboo marks, buoys and beacon;
  - (i) 'Chief examiner Inland Water Transport' means an officer so appointed by the Government in charge of syllabus, examination and issue of certificates;
  - (j) 'Chief surveyor' means an officer duly so appointed by the Government under this rules;
  - (k) 'Competent Authority' means an authority so appointed by the Government;
  - (l) 'convoy' means a group of vessels, floating equipments or raft towed or pushed by a mechanically propelled vessel;
  - (m) 'drifting' means being driven by the current with the engine stopped;
  - (n) 'ferry boat' means any vessel providing a transport service across or along a waterway;
  - (o) 'Form' means form appended to these rules;
  - (p) 'freeboard' means the distance measured vertically downwards amidships from the upper edge of the deck line to the position at which the upper edge of the appropriate load line mark lies;
  - (q) 'GT' means gross tonnage;
  - (r) 'Government' means the Government of Kerala;
  - (s) 'length and breadth of a vessel' means maximum length and breadth of a vessel;
  - (t) 'lock' means confined section of river or canal where level can be changed for raising and lowering boats between adjacent sections by use of gates and sluices;
  - (u) 'lock basin' means the approach to the lock narrowing towards the lock from upstream and downstream;
  - (v) 'master' means any person possessing a certificate of competency/service issued under the Act and in overall charge and control of a vessel;
  - (w) 'miles' means nautical miles;
  - (x) 'name of the vessel' includes the registration mark referred to section 19 H of the Act;
  - (y) 'navigable channel' means the channel intended for uninterrupted passage of vessels;
  - (z) 'owner' means the owner of a vessel;
  - (aa) 'Registering Authority' means the registering Authority appointed under this rule;
  - (ab) 'restricted visibility' means any condition in which visibility is restricted by fog, mist, heavy rainstorms, sandstorms or any other similar causes;
  - (ac) 'sailing vessel' means any vessel under sail, without using the propelling machinery;
  - (ad) 'Schedule' means the schedule appended to these Rules;

- (ae) 'surveyor' includes Chief Surveyor also;
- (af) 'Underway' means a vessel which is not at anchor or made fast to the shore or aground;
- (ag) 'Vessel' means an inland vessel or a inland mechanically propelled vessel;
- (ah) 'Vessel not under command' means a vessel, which through some exceptional circumstances is unable to manuever as required by these rules and is therefore unable to keep out of the way of another vessel.

(2) Words and expressions used, but not defined in these Rules, shall have the meaning assigned to them in the Act.

## CHAPTER II

### SURVEY AND REGISTRATION

#### PART I

#### SURVEY OF VESSELS

3. *Types of Survey.*—(1) Every vessel to which the provisions of the Act apply shall be subjected to the surveys specified below:

- (i) A survey before the vessel is put in service;
- (ii) A periodical survey once in every twelve months;
- (iii) Additional surveys as occasion demands.

(2) The survey before the vessel is put in service shall include a complete inspection of the hull, machinery and equipments to ensure that arrangements, material, scantlings of hull, main and auxiliary machinery, life-saving appliances, fire appliances and other equipments fully comply with the requirements under the Act and these Rules as are applicable in its case.

Provided that the bottom of the vessel which has been surveyed or examined by a surveyor before the vessel is launched may be exempted unless the surveyor has special reasons for considering it necessary.

(3) The periodical survey of the vessel shall include an inspection of the whole of the hull, machinery and equipments to ensure that hull, machinery and equipments are in satisfactory condition and fit for the service for which the vessel is intended and that she complies with the requirements under this Act and these rules as are applicable in its case.

(4) All Vessels shall be inspected once in every twenty four months by a surveyor in a dry dock or on a slipway such that all portions of hull external can be examined during the hours of daylight:

Provided that a vessel may be exempted from inspection in a dry dock or a slip way only where the approved classification society conducting the periodical survey of the vessel does not insist for the same.

(5) No survey of the external hull shall be carried out during the hours of darkness unless specially authorized in any exceptional case by the competent authority.

(6) The period of validity of a certificate of survey shall be twelve months from the date of survey.

(7) A survey either general or partial, according to the circumstances shall be made,—

- (a) the efficiency or competence of its equipments has changed or whenever a request for extension of certificate of survey is being considered,
- (b) every time a defect is discovered or an accident occurs which affects the safety of the vessel.

(8) The survey shall be conducted in such a way to ensure that the necessary repairs or renewals have been effectively made, that the material and workmanship of such repairs or renewals are in all respects satisfactory and that the vessel is fit for the service for which she is intended.

4. *Categorization of Vessels.*— For the purpose of survey inland vessels may be classified into two categories as follows:—

**Category A**

- (a) Vessels driven with more than 300 HP in board engine;
- (b) Passenger Vessels/House Boats with deck above the free board deck;
- (c) Vessels with Fibre Reinforced Plastic hull having a passenger capacity of more than 25;
- (d) Vessels other than house boats of more than 24m. length;
- (e) Hover crafts and Hydro foils;
- (f) House Boats of length more than 30 m. with no upper deck.

**Category B**

All mechanically propelled vessels not included in Category A.

5. *Procedure for survey.*— (1) The owner or builder who intends to build a vessel shall, before laying the keel of the vessel, submit a preliminary application expressing his intention to build a vessel, in Form No. 1 along with particulars specified in sub clause (b), (c), (d), (e) and (f) of rule 6(4), to the Chief Surveyor so that the progress of construction can be watched by the Surveyor from the very beginning and at different stages of construction.

(2) Upon receipt of application as above, the Chief Surveyor shall verify the same and decide the category to which the vessel is to be included and intimate it to the applicant.

(3) The date and place of laying the keel for the new vessel shall be intimated to the Chief Surveyor, in writing, at least seven days before laying the keel.

*Category A* vessels shall be required to be built under the class survey of classification society as may be specified by the Government and

*Category B* vessels built either under class survey of classification society or under the inspection of State Survey authority, assisted by certified Naval Architects or Marine Engineers for approval of drawings, stage survey etc.

Provided that Government may exempt any vessel or class of vessels satisfying the requirements of Travancore Public Canals and Public Ferries Act 1096, the Cochin Public Canals and Back Waters Navigation Act of 1092, the keel of which is laid or under construction or constructed before the coming into force of these rules, from rule 4 and provisions in sub rules (1) and (2) of this rule, for a period not exceeding one year from the date of commencement of these rules if the vessel or class of vessels equipped with adequate life saving and fire fighting equipments for the purpose of attaining the standards of survey as specified in rule 5.

6. *Application for Survey.*— (1) Every application for survey shall be made to the surveyor fifteen clear days before the date on which the applicant would like to have the survey made.

(2) The application shall be made in Form No. 2 and shall contain the particulars required therein.

(3) Every application shall be accompanied by the following records in respect of the vessel, namely,—

- (i) copy of registration of the vessel or records evidencing the title of the applicant in respect of the vessel;
- (ii) copy of latest certificate of Survey if it is an existing vessel and in case the vessel undergoing the first initial survey, a declaration to that effect;
- (iii) authorization from the registered owner, in the cases where the applicant is not the registered owner;
- (iv) documentary proof of his legal/natural guardian in case of minor;
- (v) chalan receipt evidencing payment of such fees for survey as specified in the Schedule-I for the survey;
- (vi) duplicate of latest declaration, if any, given to the owner;
- (vii) the name of port or place at which survey is expected to be carried out;
- (viii) such other records as are necessary for and in connection with survey;

(4) For survey of Inland Vessel either newly constructed or existing vessel being surveyed for the first time, application shall be accompanied by:

- (a) particulars in Form No. 3
- (b) General Arrangement plans, structural drawings, freeboard marking, shell expansion, machinery and machinery layout, propeller, shafting, gears and steering plans, pipeline such as bilge and ballast, oil transfer etc.
- (c) particulars of wheel house, crew accommodation, passages, galleys, stores/service place etc.
- (d) particulars of ventilation/change of air for engine room, crew accommodation etc.
- (e) particulars of Life Saving, Fire Fighting, Light and Sound signals, Navigational and Communication equipments.
- (f) drawings and computation as required under (b), (c), (d) and (e) below and signed by a Naval Architect/Classification Society approved by Government.

(5) For Category A vessels, application shall be accompanied by:

- (a) relevant plans;
- (b) computation of the strength of the hull, decks, bulkhead including collision bulkhead etc.
- (c) computation of stability, free board clearly showing amount of cargo and method of its placement, depicting calculation of metacentric height;
- (d) all possible data from the Ex Registering Authority regarding stability, drawings as mentioned above etc. and builders certificate, if available;

Provided that, if previous Surveying Authority is unable to supply such data, for any reason and communicates the same in writing, the owner shall produce such communication;

- (e) certificate of machineries from manufacturers or classification societies or surveyors and copy of Registration Certificate of vessel, if necessary.

7. *Date, Time and Place of survey.*—(1) On receipt of an application for survey, the surveyor shall fix the date, time and place of survey and shall give intimation thereof to the applicant in Form No. 4.

(2) Survey of Inland vessel shall be conducted at such places that as may be declared by the Government as places of survey under section 4 of the Act.

8. *Manner of survey.*—(1) The survey shall be made at such time, place and date, as may be specified in the intimation referred to in rule 7:

Provided that the surveyor may postpone the survey for reasons to be recorded and in the case of such postponement, the survey shall be made only after fresh intimation, in the manner herein before specified:

Provided further that the surveyor may require the vessel to be brought over to dry dock or any other suitable place, if such a step is, for reasons to be recorded, considered necessary by the surveyor for the purpose of the survey and no survey need be made in pursuance of an application unless the directions of the surveyor in this regard are complied with by the applicant:

Provided also that no survey shall be made on a public holiday unless it is mutually convenient for the surveyor and the applicant and unless the additional fees as provided thereof in these rules are paid by the applicant.

(2) The survey shall be made by actual inspection of the vessel and every part thereof including the machinery thereof and any other article in the vessel, the inspection of which is relevant for the purposes of the Act.

(3) At the survey, the surveyor shall satisfy himself as to the particulars specified in section 7 of the Act.

(4) (a) If, as a result of the survey any defect is noticed in the vessel or in any part thereof or in any machinery or article therein, intimation of such defect shall be given to the applicant with a direction to rectify such defect within the period to be specified in such intimation.

- (b) On receipt of information from the applicant regarding rectification of such defects, further survey shall be made and at further survey, the surveyor shall, before giving the declaration referred to in section 7 of the Act satisfy himself as to the rectification of such defect.
- (c) The surveyor may refuse to give the declaration referred to in section 7 of the Act until the defect is rectified as directed by him.

(5) Where a vessel offered for survey in pursuance of an application in that behalf by the owner is withdrawn by the owner owing to any default or any other act or conduct by the owner and the survey is hindered or made impossible, no survey of the vessel shall be made based on that application:

Provided that nothing in this sub-rule shall prevent the owner from filing a fresh application for survey.

- (6) (a) The surveyor shall, as and when so required by the Government, furnish to the Government such information as he has in respect of any vessel and if he is not in possession of such information, he shall obtain such information from the owner or master and furnish it to the Government.
- (b) The owner or master of the vessel shall be bound to give such information on a requisition in that behalf by the surveyor.

(7) Notwithstanding anything in these rules, it shall be competent for the surveyor to go on board any vessel and inspect it or any part thereof or any machinery or article thereon relevant to the purpose of the Act, if such inspection becomes necessary for or in connection with any of the purposes of the Act.

(8) No surveyor shall enter a vessel for the purpose of survey of the vessel under this Act except under a notice to the owner or master of the vessel.

9. *Declaration of Survey.*—(1) The declaration referred to in section 7 of the Act shall be in a Form No. 5 for category A vessels and in Form No. 6 for category B vessels and shall be given in duplicate.

(2) The owner or master to whom the declaration is given, shall within fourteen days after the date of receipt thereof, send the declaration to such officer, as the Government may by notification appoint in this behalf.

(3) The surveyor giving such a declaration shall obtain from the owner or master of the vessel the current or expired certificate of survey in respect of the vessel and forward the same to the competent officer with information regarding the survey made by him of the vessel and regarding the declaration given by him to the owner under section 7 of the Act.

10. *Notice regarding Certificate of Survey.*—A notice under clause (b) of sub-section (1) of section 9 of the Act shall be in Form No. 7 and shall contain the details specified therein.

11. *Application for certificate of survey.*—An application for a certificate of survey shall be made to such officer authorized under sub-section (2) of section 9 of the Act in Form No. 8 and shall contain the details specified therein.

12. *Certificates of Survey.*—The certificate of survey in respect of class A vessels shall be in Form No. 9 and in respect of class B vessels shall be in Form No. 10 and shall contain the particulars specified therein.

13. *Change of name.*—(1) Where a change of name of a vessel in respect of which a certificate of survey had been granted under the Act is required, the owner or master of the vessel shall forward the certificate of survey to the authority who issued the certificate along with an application for change of the name of the vessel entered in the certificate of survey.

(2) Such application shall be in Form No. 11 and shall contain the particulars required therein.

(3) Such officer shall, after due enquiry by himself or through any other officer satisfy that the new name is not allotted to any other vessel and cause such change as is necessary to be effected in the certificate of survey, which shall thereupon be returned to the owner.

## PART II

## REGISTRATION OF VESSELS

14. *All Vessels to be registered.*—Every vessel coming under category A and category B, except those mentioned in section 19S of the Act shall be registered with the registering authority appointed by the Government under section 19 B of the Act.

15. *Application for registration.*—(1) Every application for registration shall be in Form No. 12 and shall contain the particulars required therein.

(2) Each application for registration shall be accompanied by:—

- (a) a statement by the owner that the provisions of the Act and these rules have been complied with;
- (b) a duplicate of the certificate of survey;
- (c) chalan receipt evidencing payment of such fees as specified in the Schedule II for the registration of the vessel;
- (d) copy of the 3<sup>rd</sup> party insurance certificate of the Vessel.

16. *Procedure for registration.*—(1) On receipt of the application for registration, the registering authority shall give a notice in Form No.13, to the applicant informing him of the time and date of the enquiry in respect of the vessel.

(2) For the purpose of enquiry under these rules, it shall be competent for such authority:

- (a) to inspect the vessel or any part thereof or any machinery therein or any article therein relevant to the purpose of such enquiry;
- (b) to call for any record from the owner or master of the vessel and examine it in so far as such records are relevant for the purpose of such enquiry; and
- (c) to have such assistance as he deems fit for the purpose of such inspection.

(3) The owner, the master and every member of the crew of the vessel shall afford to such authority all reasonable facilities for the enquiry and furnish such information as the authority requires for the purpose of such inquiry.

17. *Certificate of registration.*—The certificate of registration shall be in Form No. 14 and shall contain the particulars specified therein.

18. *Manner of display of distinguishing mark.*—(1) The distinguishing mark (hereinafter called the registration mark) assigned to a Vessel under section 19H of the Act, such as registration number, port of registry and name of Vessel shall be displayed conspicuously on Star board or such other places and both sides of the vessel.

(2) Every vessel except such small crafts which may be specified by the Government by notification shall bear the following identification marks on its hull:—

- (a) Name of vessel, (Name shall be inscribed on each bow and stem of the vessel);
- (b) Registration No;
- (c) Place of registry and year of registration.

(3) The identification mark shall be inscribed with letters not less than 20 cm. in height and 2 cm. wide and shall be painted in light colour on a dark background or in dark colour on a light background.

(4) In addition to the identification marks, every vessel shall be painted and displayed on a fixed board, exhibited on the upper deck, the following information:

- (a) gross registered tonnage ;
- (b) maximum permissible number of passengers ;
- (c) name of the owner ;
- (d) date of last survey.

(5) Every vessel shall have the load line marked at least for one meter amid ship on both sides and draught scale marked in meters and decimeters at both ends of the vessel.

(6) Every small craft shall have its registration number inscribed on both sides of the vessel.

(7) Every craft shall have its registration number or the name of the owner, or both, exhibited on a wide board at a conspicuous part of the craft.

19. *Book of registration.*—(1) The book of registration referred to in section 19 C of the Act, shall be in Form No. 15 and it shall contain the particulars required therein.

(2) The book of registration shall be kept in bound volumes with machine numbered pages.

20. *Safety Inspection, suspension/cancellation.*—(1) The registering authority may, at any time, require that an Inland Vessel under his jurisdiction may be inspected by an officer appointed by Government in this behalf under section 19 (0) of the Act:

(2) The registering authority at any time, if satisfied that the vessel is in such a condition not fit to ply in the Inland water, suspend the registration of the vessel and require the owner thereof to surrender forthwith the certificates of survey and registration in respect of that vessel.

(3) A registering authority may also suspend/cancel a certificate of registration if the vessel has been destroyed or rendered permanently unfit for service.

Provided that no certificate of registration shall be cancelled without affording an opportunity for being heard to the owner of the vessel.

21. *Appeal.*—(1) Every appeal under section 19 P of the Act shall be in Form No. 16 and shall contain the particulars required therein.

(2) The appeal shall be accompanied by the following, namely:—

- (a) two copies of the order appealed against (of which at least one shall be an original or an attested copy);
- (b) chalan receipt evidencing payment of the fee for the appeal specified in the Schedule II;
- (c) such other records as are necessary for the disposal of the appeal.

(3) (a) The notice of appeal referred to in sub-section (2) of section 19 P of the Act shall be in Form No. 17 and shall contain the particulars specified therein;

(b) The notice shall be communicated to the registering authority through post, through a messenger or by any other method which has the effect of communicating the notice.

22. *Report of alteration.*—(1) No alteration to a vessel, shall be made without obtaining sanction from the Registering Authority.

(2) The report of alteration referred to in sub-section (1) of section 19 J of the Act shall be made by the owner of the vessel within thirty days of the alteration in Form No. 18.

23. *Duplicate of the certificate.*—(1) The authority which issued the certificate of registration shall issue a duplicate of the certificate of registration to replace a certificate lost, destroyed or mutilated:

Provided that no such duplicate certificate shall be issued unless,—

- (a) in the case of a certificate lost, it is proved to the satisfaction of the Registering Authority that all measures possible for tracing out the certificate have been exhausted;
- (b) in the case of a certificate destroyed, such authority is satisfied after due enquiry that the certificate has actually been destroyed; and
- (c) in the case of mutilated certificate, the owner delivers up such certificate to such authority.

(2) Every duplicate of the certificate shall on the face of it be stamped with the word 'duplicate' in red ink.

(3) In the case of a certificate lost if, subsequent to the issue of a duplicate certificate, the original certificate is found, the later shall be delivered up to such authority who shall take such action in respect of the original certificate as he deems fit.

24. *Transfer of vessel.*—(1) If a vessel is transferred to any person, whether resident within the State or not, the transferor and the transferee shall make joint report of the transfer to the registering authority concerned within thirty days of such transfer along with a chalan receipt evidencing payment of fees specified in Schedule II, for such transfer:

Provided that no transfer shall be made to any person resident in another State or in any country outside India without the previous approval of the Government.



(2) The certificate of registration in respect of the vessel shall also be surrendered along with such report referred to in sub-section (1) in order that the particulars of the transfer of the ownership may be entered thereon.

25. *Mortgage of vessel.*—(1) Instrument creating a mortgage of a vessel or a share therein shall be in Form No. 19.

(2) Instrument creating a transfer of a mortgage or a share therein shall be in Form No. 20.

(3) Instrument creating the discharge of mortgage shall be in Form No. 21.

(4) On production of the instrument of mortgage or the instrument of discharge of such mortgage the registering authority shall record it on the book of registration to the effect that the Inland Vessel is mortgaged or, as the case may be, the Inland Vessel is discharged from the said mortgage.

(5) It shall be competent for the registering authority to call for and examine any such instrument and any person having custody, possession or control of the instrument shall be bound to make available such instrument to such authority.

### PART III

#### FEES

26. *Fees payable.*—The fees payable under the Act shall be as specified in the Schedule I and Schedule II of these rules.

27. *Re-survey of the Vessels.*—Where a resurvey is necessitated on account of any default, act or omission on the part of owner or master or any member of the crew the owner shall be liable to pay such fee as may be payable for a survey.

28. *Method of payment.*—Any fee payable under the Act or under these rules shall be paid by remittance into a Government Treasury to the credit of the Government under such head of account as the Government may specify from time to time.

29. *Refund.*—No fee paid under the Act or these Rules shall be refundable.

### PART IV

#### QUALIFICATION, POWERS, FUNCTIONS AND DUTIES OF SURVEYOR AND REGISTERING AUTHORITY

30. *Qualification for appointment as Chief Surveyor of vessels and his duties.*—(1) No person shall be appointed as surveyor unless he possesses a basic degree in Marine Engineering or Ministry of Transport first class certificate of Director General of Shipping or a basic degree in Naval Architecture with fifteen years experience in sea going regular vessels/Classification Societies/Ship Building yards/reputed International Shipping Corporations or State Port Department.

(2) A Chief Surveyor shall discharge the following duties; namely:—

- (a) receive applications for survey of vessels, and confirm that they are in order;
- (b) fix the date and place of surveys and conduct the survey as per rules;
- (c) verify and ensure that the vessels are constructed as per the approved drawings, General Arrangement plans etc.;
- (d) determine whether the hull of the vessel is in proper condition and fit for service;
- (e) test the stability of the vessel so as to ensure against capsizing under any conditions;
- (f) ascertain that the machinery and machinery layout, propeller, shafting, gears and steering, pipe lines such as bilge and ballast, oil transfer etc., wheel house, crew accommodation, passages, galleys, stores, service place etc., ventilation, change of air for engine room etc., life saving, fire fighting, Light and sound signals, Navigation and communication equipments etc., are in order and that generally the vessel is fully equipped for the safety and convenience of passengers;
- (g) issue declaration of survey to the vessels surveyed by him to the owner or master of the vessel;
- (h) give copies of documents on payment of fees specified in these rules and maintain accounts of all dues connected with survey and miscellaneous receipts.

31. *Qualification for appointment as Surveyor of vessels and his duties.*—(1) A surveyor of vessels shall possess a basic degree in Marine Engineering or Ministry of Transport first class certificate of Director General of Shipping or a basic degree in Naval Architecture with seven years experience either/or in sea going regular vessels/Classification Societies/Ship Building yards/reputed International Shipping Corporations or State Port Department.

(2) The surveyor shall be subordinate to the Chief surveyor and shall discharge the following functions and duties, namely:—

- (a) attend to the survey of vessel as per directions from the Chief surveyor;
- (b) maintain registers of vessels;
- (c) conduct surprise inspection as per statutory provisions on board vessels and verify the records to be maintained on board, validity of crew certificate, survey certificate, Life Saving Appliances, Fire Fighting Appliances, navigation and communication equipment etc. In case of default he shall detain the vessel and make necessary recommendations for suspension/cancellation of the certificate of registration/survey to the competent authority. Such detention order shall be in Form No. 22.

32. *Qualification for appointment as Registering Authority and his powers, functions and duties.*—(1) The Registering Authority shall possess a basic degree in Marine Engineering or Ministry of Transport first class certificate of Director General of Shipping or a basic degree in Naval Architecture with fifteen years in experience either/or in sea going regular vessels/Classification Societies/Ship Building yards/reputed International Shipping Corporations/State Port Department or a certificate of competency as Master Mariner with fifteen years of experience.

(2) The Registering Authority shall,—

- (a) ensure that all documents as specified in Rule 15 are received and are in order;
- (b) conduct enquiry after giving a notice to the applicant informing the date and time of enquiry;
- (c) For the purpose of such enquiry the authority shall be competent to—
  - (i) inspect the vessel or any part thereof or any machinery thereon or any article therein relevant to the purpose of such enquiry;
  - (ii) call for any record from the owner or master of the vessel and examine it in so far as such records are relevant for the purpose of such enquiry;
  - (iii) have such assistance as he deems fit for the purpose of such inspection.
- (d) issue certificate of registration and maintain all records related to registration of vessels;
- (e) inspect any vessel under his jurisdiction, or get it inspected by an officer appointed on his behalf at any time and to suspend the registration of the vessel if satisfied that she is not fit to ply in Inland Waters;
- (f) cancel certificate of registration after necessary formalities, if found necessary;
- (g) issue duplicate copy of certificates issued by the authority.

### CHAPTER III

#### INLAND VESSELS CREW, GRANT OF CERTIFICATE OF COMPETENCY AND CERTIFICATE OF SERVICE

33. *Minimum crew/manning.*—(1) Every vessel having passenger capacity of more than 25 numbers shall be in charge of a Master and also shall have a minimum of two Lascars possessing competency certificate issued as per these rules.

(2) Every mechanically propelled vessel shall have on board the following crew when proceed on any voyage, namely:—

- (1) For vessels having inboard engines with 565BHP or more,—
  - (a) One Master possessing a first class master's Certificate granted under the Act or master's certificate issued under Merchant Shipping Act, 1958;
  - (b) One Engineer possessing Engineer's Certificate granted under the Act;
  - (c) Two Lascars possessing competency certificate issued as per these rules.

- (ii) For vessels having inboard engines with 226BHP or more but less than 565BHP,—
- One Master possessing a second class master's Certificate granted under the Act;
  - One Engineer possessing first class Engine Drivers certificate issued under the Act or Engine Drivers certificate issued under Merchant Shipping Act, 1958;
  - Two Lascars possessing competency certificate issued as per these rules.
- (iii) For vessels having inboard engines with 113BHP or more but less than 226BHP,—
- One Master possessing a serang certificate granted under the Act;
  - One Engineer possessing second class Engine Drivers certificate issued under the Act;
  - One Lascar possessing competency certificate issued as per these rules.
- (iv) For vessels having inboard engines with less than 113BHP,—
- One Master possessing a serang certificate granted under the Act;

OR

One Master possessing competency certificate as Boat Serang issued under the Act.

- One Engineer possessing second class Engine Drivers Certificate issued under the Act;

OR

One Engine Driver possessing competency certificate as Boat Driver issued under the Act.

- One Lascar possessing competency certificate issued as per these rules.

(3) For vessels having inboard engine less than 75 BHP, one serang-cum-driver possessing both driver and serang certificate and one lascar.

(4) For owner driven vessels of less than 75BHP, the owner may drive if he possesses a combined driver-cum-serang certificate.

(5) Any Vessels or class of vessels satisfying the requirements of the Travancore Public Canals and Public Ferries Act of 1096, the Cochin Public Canals and Backwaters Navigation Act of 1092, the keel of which is laid, under construction or constructed before the coming into force of these rules may be exempted from compliance therewith of the provisions of this chapter for a period not exceeding one year from the date of commencement of these rules for the purpose of compliance of the provisions of this chapter.

34. *Qualifications and age of applicant for First Class Master's Certificate of Competency.*—(1) The minimum qualifications to be required of a person desirous of obtaining a first class Master's certificate of competency shall be as follows:—

- A pass in Xth Standard Exam and shall be able to read and write English and Malayalam; and
- he shall be not be less than twenty four years of age; and
- he shall,—

- have served as second class Master in charge of an inland vessel of not less than 260 IHP for not less than three years; or
- while possessing a second class Master's certificate have served as second serang of an inland vessel for not less than four years; or
- hold a certificate of second mate, foreign-going or mate home trade granted under the Merchant Shipping Act, 1958 and have served as a mate of an inland vessel for not less than one year; or
- have served not less than three years at sea and three years as mate of an inland vessel; or
- have served not less than six years as a mate of an inland vessel.

(2) The applicant shall satisfy the examining Board of his ability to distinguish colours, unless already holds a Board of Trade sea-going certificate as Mate or Master.

(3) The applicant shall produce a medical certificate as to his physical fitness in Form No. 33.

(4) The applicant shall pass a written examination and viva voce examination in the following subjects, namely:—

- (a) general principles of navigation, in particular for river and backwater navigation;
- (b) management of vessels under all contingencies of meeting, passing and overtaking vessels and the Rule of the road;
- (c) questions regarding the exercise of seamanship in case of difficulty and danger eg. when a vessel has grounded when anchors and chains are carried out, when a vessel has to be got afloat, when the hull is damaged or leaking or what steps to take in case of fire or other accident to the vessel;
- (d) provisions of the Inland Vessels Act 1917, Travancore Public Canals and Public Ferries Act, 1096, Cochin Public Canals and Backwaters Navigation Act, 1092, and the rules made thereunder and National Waterways Regulations and Cochin Port Rules;
- (e) tide tables, storm signals; and
- (f) compass.

35. *Qualifications and age of applicant for Second Class Master's Certificate.*—(1) The minimum qualifications to be required of a person desirous of obtaining a second class Master's certificate of competency shall be as follows:—

- (i) a pass in Xth Standard examination and able to read and write both English and Malayalam;
- (ii) he shall be not be less than 22 years of age;
- (iii) shall have served at least five years at sea or on inland waters, the last three years of which must have been as serang in an inland vessel with a serang certificate granted under the Act.

OR

shall have served at least six years as a lascar/deck hand in an inland vessel of not less than 226BHP.

(2) The applicant shall satisfy the Examining Board of his ability to distinguish colours, unless already holds a Board of Trade sea-going certificate as Mate or Master.

(3) The applicant shall produce a medical certificate as to his physical fitness in Form No. 33.

(4) The applicant shall pass a written examination and viva voce examination in the following subjects namely,—

- (a) general principles of navigation, in particular for river and backwater navigation;
- (b) management of vessels under all contingencies of meeting, passing and overtaking vessels and the Rule of the road;
- (c) questions regarding the exercise of seamanship in case of difficulty and danger eg : when a vessel has grounded when anchors and chains are carried out, when a vessel has to be got afloat, when the hull is damaged or leaking or what steps to take in case of fire or other accident to the vessel;
- (d) provisions of the Inland Vessels Act 1917, Travancore Public Canals and Public Ferries Act, 1096, Cochin Public Canals and Backwaters Navigation Act, 1092, and the rules made thereunder, National waterway regulations and Cochin Port Rules;
- (e) tide tables, storm signals; and
- (f) compass.

36. *Qualifications and age of applicant for Serang's Certificate of competency.*—(1) The minimum qualification to be required of a person desirous of obtaining a Serang's certificate of competency shall be as follows:—

- (i) a pass in Xth Standard Examination and shall be able to read and write both English and Malayalam (This is not applicable to those holding a certificate of service as Boat Master and Boat serang issued in lieu of the certificate of competency as Master and Serang under the Travancore Public Canals and Public Ferries Act, 1096 and the Cochin Public Canals and Backwaters Navigation Act, 1092 granted to those persons.)
- (ii) he shall be not less than twentyone years of age.

(iii) shall have served at least two years at sea or inland waters, on vessels of engine with not less than 113 BHP the last year of which must have been on an inland vessel as either a helmsman or deck hand/lascar.

(iv) shall be able to swim and dive in canals and back waters.

(2) The applicant shall produce a medical certificate as to his physical fitness in Form No. 33.

(3) The applicant shall produce testimonials of sobriety and intelligence.

(4) The applicant shall pass a viva voce examination in the following subjects namely:—

- (a) the general principles of navigation, in particular for river and backwater navigation;
- (b) the management of vessels under all contingencies of meeting, passing and overtaking vessels and the Rules of the road;
- (c) questions regarding the exercise of seamanship in case of difficulty and danger eg : when a vessel has grounded when anchors and chains are carried out, when a vessel has to be got afloat, when the hull is damaged or leaking or what steps to be taken in case of fire or other accident to the vessel;
- (d) the provisions of the Inland Vessels Act 1917, Travancore Public Canals and Public Ferries Act, Cochin Public Canals and Backwaters Navigation Act and the rules made thereunder, National Waterway Regulations and Cochin Port Rules;
- (e) tide tables, storm signals; and
- (f) compass.

(5) The existing competency certificate issued under the Travancore Public Canals and Public Ferries Act, 1096ME, The Cochin Public Canals and Backwaters Navigation Act, 1092ME, The Madras Act II of 1890 as master/serang shall be renewed as boat master/boat serang certificate issued under these rules within a period of six months from the date of commencement of these rules.

(6) Notwithstanding anything contained in the above sub rules, the persons holding probationary licence for Master or Serang issued under the Canals and Ferries Acts, prior to the commencement of these rules may appear for the examination for the Boat serang certificate of competency within a period of two years from the date of commencement of these rules if they have two years service in an inland vessel and on passing of the examination they shall be issued a certificate of competency as Boat serang.

37. *Qualifications for a lascar.*—The Qualification for a lascar shall be:—

(1) a pass in VIII<sup>th</sup> Standard Examination and shall be able to read and write English and Malayalam

Provided that this clause shall not apply to the renewal of the existing competency certificate.

(2) He shall be not less than eighteen years of age.

(3) He shall produce sufficient evidence of sobriety and intelligence,

(4) He shall have served one year as pole man/helper in any country craft or other vessels.

(5) He shall exhibit his ability to swim and dive in canals and backwaters.

(6) He shall produce a medical certificate as to his physical fitness in Form No. 33.

(7) He shall pass viva voce examination in the following namely:—

- (a) colour test;
- (b) the use of navigation lights and how to act when they are seen in different directions;
- (c) the rules regarding sound signals to give indications to other vessels as to the position of the helm, etc.;
- (d) use of life saving and fire fighting appliances;
- (e) the management of small inland vessels in all conditions.

(8) The existing competency certificate issued under the Travancore Public Canals and Public Ferries Act 1096 ME, the Cochin Public Canals and Backwaters Navigation Act, 1092 ME, the Madras Canals and Public Ferries Act 1890 ( Act II of 1890) as Lascar shall be liable to be renewed as Lascar certificate issued under these rules, with in a period of six months from the date of commencement of these rules.

38. *Qualifications and age for obtaining Engineer's certificate of competency.*—(1) The qualification required of a person desirous of obtaining an Engineer's Certificate of competency shall be as follows:—

- (i) a pass in ITI certificate for diesel mechanic/motor mechanic;
  - (ii) must have served as an apprentice Engineer for two years;
  - (iii) must have served four years with a first class engine drivers certificate granted under the Act in charge of the engines of a vessel having not less than 226 BHP or two years in vessels of not less than 565 BHP;
  - (iv) shall be able to explain the actual working of engines and the separate uses of the feed pumps, pistons and other appliances;
  - (v) shall be able to show how he would act in case of the break-down of any portion of the machinery, etc.
  - (vi) shall be not less than twenty two years of age.
- (2) The applicant shall produce a medical certificate as to his physical fitness in Form No. 33.
- (3) The applicant shall pass a written and viva voce examination to satisfy that,—
- (a) he fully understands the working and management of motor engines and separate use of magnetos, carburetors, water circulating and oil pumps, sparking plugs, etc.
  - (b) he is able to dismantle motor engines and any accessory part of them detecting excessive wear or other defects and re-assemble their parts in correct order;
  - (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 function;
  - (d) he is able to show how he would act in case of breakdown 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;
  - (f) he is having thorough knowledge of auxiliary machineries, instruments, hull protection, refrigeration etc.

39. *Qualification for First Class Engine Driver.*—(1) The qualification required of a person desirous of obtaining a First Class Engine Driver's Certificate of competency shall be as follows:—

- (i) he must have passed ITI examination for diesel mechanic/motor mechanic;
  - (ii) he must possess a second class engine drivers certificate granted under the Act and have served not less than one year as engine driver on regular watch on the main engines of a vessel not less than 565 BHP or must have served for a period not less than 2 years as 2<sup>nd</sup> driver with a second class engine driver certificate issued under the Act, in charge of any vessel of not less than 226 BHP;
  - (iii) he must have served for a period of not less than 18 months with a second class engine driver's certificate granted under the Inland Vessels Act, as driver in charge of the engine of an inland vessel of not less than 113 BHP;
  - (iv) he shall be able to explain the actual working of engines and the separate uses of the feed pumps, pistons and other appliances;
  - (v) he shall be able to show how he would act in case of the break-down of any portion of the machinery, etc.;
  - (vi) he shall be not less than twenty two years of age.
- (2) The applicant shall produce a medical certificate as to his physical fitness in Form No. 33.
- (3) The applicant shall pass a written examination and viva voce to satisfy that.
- (a) he fully understands the working and management of motor engines and separate use of magnetos, carburetors, water circulating 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 defects and reassemble their parts in correct order.

- (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 function;
- (d) he is able to show how he would act in case of breakdown of any portion of the machinery;
- (e) he is able to show that he fully realizes the danger of fire and understands the precaution necessary to prevent it and what to do when a fire actually breaks out;
- (f) he has thorough knowledge of auxiliary machineries, instruments, hull protection, refrigeration etc.

40. *Qualification for Second Class Engine Driver.*—(1) The qualification required of a person desirous of obtaining a second class Engine Driver's Certificate of competency shall be as follows:—

- (i) he must have passed ITI course for diesel mechanic/motor mechanic;
- (ii) he must have served for one year as a serang/lascar/greaser of an Inland Vessel of not less than 113 BHP;

OR

he must have served for not less than two years as an apprentice in the making, fitting or repairing of IC engines and in addition, he must have served for six months in the engine room of an Inland Vessel of not less than 226 BHP or twelve months in a vessel with engines of not less than 113 BHP;

- (iii) he shall be not less than twenty two years of age.

(2) The applicant shall produce a medical certificate as to his physical fitness in Form No. 33.

(3) The applicant shall pass a written examination and viva voce to satisfy that:—

- (a) he fully understands the working and management of motor engines and separate use of magnetos, carburetors, water circulating 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 defects and reassemble the parts in proper order;
- (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 function;
- (d) he is able to show how he would act in case of breakdown 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;
- (f) he has thorough knowledge of auxiliary machineries, instruments, hull protection, refrigeration etc.

(4) The existing competency certificate issued under the Travancore Public Canals and Public Ferries Act, 1096 ME, The Cochin Public Canals and Backwaters Navigation Act, 1092 ME, The Madras Act II of 1890 as Driver shall be renewed as Boat Driver certificate under the Act within a period of six months from the commencement of these rules.

(5) Notwithstanding anything contained in sub-rules (1) to (4), persons holding probationary licence as Driver issued under the Canals and Ferries Acts prior to commencement of these rules may appear for the examination for the Boat driver certificate of competency within a period of two years from the commencement of these rules provided they have two years service in an inland vessel as a helper.

41. *Certificate of Competency as Serang-cum-Driver.*—(1) A candidate not below the age of twenty two and desirous of obtaining a certificate of competency as serang-cum-driver in order to be eligible to man a mechanically propelled vessel with engine of less than 75 BHP shall submit the application in Form No. 23 with documents evidencing the remittance of the required fee as per Schedule-III.

(2) The competent authority may issue a combined Certificate of Competency as Serang-cum-Driver in Form No.24 to persons who will be eligible to operate their own vessels of less than 75 BHP, subject to passing of a test consisting of subject areas given in rule 44(3) and practical test of boat handling.

42. *Appointment of examiners for issuing competency certificates as Masters, Serangs, Engineers, Engine drivers and Lascars.*—The State Government shall appoint duly qualified examiners for the purpose of examining the qualifications of persons, desirous of obtaining certificates of competency to the effect that they are competent to act as masters or serangs or as engine-drivers, as the case may be, on board inland vessels.

43. *Grant of "Masters", "Serangs" Engineers, Engine Drivers' and Lascars certificate of competency.—*

- (1) Every application for grant of certificate of competency is to be made in Form No. 25.
- (2) Every Certificate of competency granted under these rules shall be issued in Form No. 26.

44. *Grant of certificate of service as Serang/Second class engine driver.—*(1) The State Government may grant to any person who has served as a Master, Serang, Engine Driver, or as a Lascar of a vessel for a period of not less than 2 years before the date of coming into force of these rules and holding certificate of competency as Master, Serang, Driver or Lascar, issued under the Travancore Public Canals and Public Ferries Act, 1096 or Cochin Public Canals and Backwaters Navigation Act of 1092, a certificate (hereinafter called a certificate of service) to the effect that he is by reason of his having so served, and having qualified in the viva voce is competent to act as a Serang or Second Class Engine driver, as the case may be on board an Inland Vessel under these Rules.

(2) All applications for grant of Certificate of Service are to be made in Form No. 27.

(3) The examiner will conduct a viva voce before recommending issue of the certificate of service by the competent authority in the following subjects:

- (a) knowledge of Inland Vessel Act, 1917 and Rules made thereunder;
- (b) navigation safety and Rule of the road in inland waters;
- (c) provisions and operations of Life Saving Appliances/Fire Fighting Appliances;
- (d) stability of vessel, general principles of navigation;
- (e) propulsion Machinery/Preventive maintenance.

(4) A certificate of service so granted shall have the same effect as a certificate of competency granted under these Rules. Certificate of Service shall be issued in Form No. 28.

45. *Certificate of service for Ex Army/Navy/Coast guard personnel.—*(1) The competent authority may grant to any person who has served in the Army/Navy/Coast Guard in the capacity of a Master/ Serang/Engineer or as an Engine Driver of a vessel for a period of not less than three years and holding an experience certificate from the concerned department, a certificate of service as Master/Serang/Engineer or as Engine/Driver, as the case may be, without an examination.

(2) An application for issue of the certificate is to be made in Form No. 29.

(3) The candidates shall be medically fit and under 65 years of age.

(4) A certificate of service so granted shall have the same effect as a certificate of competency granted under these Rules. A certificate of Service so issued shall be issued in Form No. 30.

46. *Grant of certificate of competency without examination.—*(1) In accordance with the provisions of Section 28 of the Act, the competent authority may issue certificate of competency as Master/Serang/Engineer/Engine Driver under the Act to any person without examination whether that person possesses:—

- (a) Masters Certificate issued under the Merchant Shipping Act, 1958.
- (b) Engineers or Engine Driver's certificate granted under the Merchant Shipping Act, 1958.

(2) An application for issue of the certificate is to be made in Form No. 31.

(3) The candidates shall be medically fit and under 65 years of age.

(4) A certificate of competency so issued shall be in Form No. 32 and the certificate granted under subsection (1) shall have the same effect as a certificate of competency granted under these Rules after examination.

47. *Power of the competent authority to suspend or cancel certificates in certain cases.—*(1) Any certificate granted under these Rules may be suspended or cancelled by the competent authority:

- (a) if the wreck or abandonment of, or loss or damage to, any vessel or loss of life has been caused by the wrongful act or default of the holder of such certificate, or if the holder of such certificate is incompetent or has been guilty of any gross act of drunkenness, tyranny or other misconduct; or
- (b) if the holder of such certificate is proved to have been convicted of any non-bailable offence; or
- (c) if in the case of person holding a certificate of competency or service, such person is, or has become, in the opinion of the prescribed authority, unfit to act as master, serang, engine driver or as a lascars as the case may be.



(2) The competent authority may at any time revoke an order of suspension or cancellation made under sub-section (1), or grant a new certificate without an examination to any person whose certificate was so cancelled.

48. *Obligation to deliver suspended or cancelled certificate.*—Every certificate of survey which has expired or which has been suspended or cancelled and every certificate of competency or service which has been suspended or cancelled under the rule shall be delivered up by the owner, Master, Serang, Engine-driver or a Lascar, as the case may be, to the competent authority or to any officer empowered by him in this behalf.

49. *Time and place of Examination.*—Examination for Master's, Serang's, Engineer's, Engine Driver's and Lascar's certificates of competency shall ordinarily, provided there is any candidate for examination, be held once in six months at Alappuzha, Kollam, Kochi, Kozhikode, and Kannur. The date and place of examination shall be duly notified to the candidates applying for the examination and shall be published in the Government Gazette by the competent officer to whom application shall be made.

50. *Fee for examination.*—The fee for examination of a Master's, Serang's, Engineer's, Engine Driver's or Lascar's certificates shall be as specified in Schedule-III and shall be paid by the candidate in advance while submitting his application for examination together with testimonials as to the qualifications as required in the foregoing rules.

51. *Repayment of examination fee.*—If the candidate's service is insufficient or if his testimonials do not in other respects fulfill the requirements of the rules, no part of the fee shall be returned but if he should within two years of his first application comply with the requirements of the rules, he shall be examined without payment of an additional fee.

52. *Period of Validity of Certificate.*—(1) The validity of the competency certificate issued for the first time to the candidates who pass the Master's, Serang's, Engineer's, Engine Driver's or Lascar's examination shall be for a period of five years from the date of issue of such certificates after which it shall be revalidated by the competent officer. Such renewal will be effected only on production of Medical Fitness Certificate in Form No. 33. Certificate of service shall be issued for a period of five years.

(2) Master's, Engineers, Engine Driver's, Serang's and Lascar's Certificates of competency and certificate of service shall be renewed for five years at a time on expiry of the period of their validity.

(3) Applications for renewal shall be made to the competent officer, with the original certificate and chalan receipt for the remittance of the fee prescribed in Schedule III to the rules at least fifteen days before the expiry of the period of validity of the certificate.

(4) Any certificate not so renewed shall be invalid. A lapsed certificate may be renewed only on payment of the enhanced fee specified in Schedule III to the rules and on production of satisfactory evidence that the holder of the certificate was on sufficient cause prevented from applying for the renewal in proper time.

(5) No certificate produced for renewal after a period of three years from the date of expiry of its validity shall, however be renewed. An application for renewal received after this time limit shall, unless there be anything repugnant to the rules in force be treated as an application for a new certificate and the candidate shall be asked to undergo all the formalities required for the grant of a new competency certificate.

53. *Temporary Certificate.*—If the original of a certificate be lost or spoiled a copy thereof shall be issued by the competent officer on receipt of an application, with the fee fixed in Schedule I, and one copy of the applicant's photo. If there is any delay in issuing the copy of the certificate, the competent officers shall issue a temporary certificate valid for one month only to enable the applicant to continue in employment during the period between the loss of certificate and the issue of the copy of the certificate.

54. *Duties of the Competent Authority.*—It shall be the duties of the competent authority—

(1) to approve and promulgate the syllabus and course duration for all categories of Inland Water Transport crew.

(2) to arrange for organized onboard and campus training for the Inland Water Transport crew and to approve appropriate institutions for conducting such training as per Government notified guidelines.

(3) to select and nominate qualified professionals for conduct of examinations for various examination centers in the State.

(4) to issue certificate of competency, certificate of service and licences as per the provisions of the Act.

(5) to arrange for traffic control, search and rescue and pollution control.

55. *Qualification & Duties of the Chief Examiner Inland Water Transport.*—(1) The Chief Examiner shall have minimum a basic degree in Marine Engineering or Ministry of Transport first class certificate of Director General of Shipping with fifteen years of experience either in sea going regular vessels or certificate of competency with Master sea going with fifteen years of experience.

(2) It shall be the duties of the Chief Examiner.

- (i) to prepare the syllabus for examination for all categories of Inland Water Transport crew for approval by the competent officer;
- (ii) to notify the places and date of examination and proper conduct of examination;
- (iii) to process application for issue of certificates and issue of certificate with the approval of the competent officer;
- (iv) to issue Duplicate certificate and copy of the certificates as provided in the Act;
- (v) to maintain the books and records as required by the Act;
- (vi) to assess and notify the additional requirement of crew for safety of passengers and cargo.

#### CHAPTER IV

#### LIGHTS, SOUND SIGNALS AND PREVENTION OF COLLISION

##### PART I

##### STEERING AND SAILING

56. *Look-Out.*—(1) Every vessel shall maintain a proper look-out by sight and hearing to make a full appraisal of the situation and of the risk of collision.

(2) Every vessel shall make use of searchlights to locate luminous marks used for channel marking.

57. *Safe Speed.*—(1) Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and grounding, and be stopped within a distance appropriate to the prevailing circumstances and conditions.

(2) In determining a safe speed as provided in sub-section 6 (1) the following factors shall be taken into account namely:—

- (a) the state of visibility;
- (b) the traffic density including concentrations of fishing vessel or other vessels;
- (c) the maneuverability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;
- (d) the state of the river, wind, current and the proximity of navigational hazards;
- (e) state and availability of shore navigational aids and channel marking by day and night;
- (f) speed restrictions imposed by the waterway authority;
- (g) the draught of the vessel in relation to available depth of water; and
- (h) the presence of background light such as from the shore lights or from the back scatter other own lights during night.

58. *Risk of collision.*—(1) Every vessel shall use all available means appropriate to the prevailing circumstance and conditions to determine if risk of collision exists and there is any doubt about such risk it shall be deemed to exist.

(2) In determining the existence of risk of collision the following factors shall be taken into account:

- (a) Such risk shall be deemed to exist if a compass bearing of an approaching vessel does not appreciably change and apparent distance from own vessel decreases;
- (b) Such risk may exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range; and
- (c) For vessel not fitted with a compass, if the relative position remains unchanged.

59. *Action to avoid collision.*—(1) Any action taken to avoid collision shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.

(2) Any alteration of course or speed to avoid collision shall, if the circumstances of the case admit be large enough to be readily apparent to another vessel. A succession of small alterations of course and/or speed shall be avoided.

(3) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance and the effectiveness of the action shall be carefully checked until the other vessel is finally passed and clear.

(4) If necessary, to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take the way off by stopping or reversing her means of propulsion.

60. *Vessels proceeding through Narrow channels.*—(1) A vessel proceeding along the course of a narrow channel shall keep as near to the outer limit of the channel which lies on her starboard side as is safe and practicable. A vessel of less than 10 meters in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within the marked channel.

(2) A vessel engaged in fishing shall not impede the passage of any other vessel in the navigable channel.

(3) A vessel shall not cross a navigable channel if such crossing impedes the passage of vessel proceeding upstream or downstream along the navigable channel.

(4) In a narrow channel when over taking can take place only if the vessel to be overtaken has to take action to permit safe passing, the vessel intending to overtake shall indicate her intention by sounding the appropriate signals provided in clauses and sub-rule 2 of rule 85(a) and (b). The vessel to be overtaken shall if in consent, sound appropriate signals provided in clause (c) of sub-rule (2) of rule 85 and take action to permit safe passing. If in doubt she may sound the signal prescribed in sub-rule (3) of rule 85. This provision is not in derogation of the provisions in rule 64.

(5) A vessel nearing a bend or an area of a narrow channel where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in sub-rule (4) of rule 85.

(6) Every vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.

61. *Single lane traffic.*—When single lane traffic is in force, vessels shall join the lane only when the traffic signal permits to do so. While in the lane, the vessels shall proceed with maximum permissible speed and clear the channel as quickly as possible. Vessels shall not stop or anchor in a traffic lane and shall exercise caution while joining or leaving the single lane to avoid collision with waiting vessels at anchor.

## PART II

### CONDUCT OF VESSELS IN SIGHT OF ONE ANOTHER

62. *Sailing vessels.*—When two sailing vessels are in sight of one another or approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other as follows:—

(1) in a non tidal river when one vessel is proceeding upstream and the other vessel proceeding downstream the vessel proceeding upstream shall keep out of the way of the other.

(2) when both are proceeding, upstream or downstream and in a tidal lagoon the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

(3) a vessel which is running free shall keep out of the way of a vessel which is close-hauled and

(4) a vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.

(5) For the purposes of this rule, "upstream" means the direction against current, downstream means the direction with the current and "Wind ward" side means the side opposite to that of which the main sail or the largest fore and aft sail is carried.

63. *Overtaking*.—(1) Notwithstanding anything contained in these rules a vessel overtaking another vessel shall keep out of the way of the vessel being overtaken.

(2) A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam. In such a position with reference to the vessel she is overtaking, that at night she would be able to see only the stern light/towing light of that vessel but neither of her sidelights and

(3) Any subsequent alteration of bearing between two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these rules or relieve her the duty of keeping clear of the overtaken vessel until she is finally passed and cleared.

64. *Head-on situation*.—When two mechanically propelled vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision each shall alter her course to starboard so that each shall pass on the port side of the other.

65. *Crossing situation*.—When two mechanically propelled vessels are crossing to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit avoid crossing ahead of the other vessel.

66. *Action by give-way vessel*.—Every vessel which is directed by these rules to keep out of the way of another vessel shall, so far as possible take early and substantial action to keep way clear.

67. *Action by stand-on-vessel*.—(1) (a) where by any of these rules one of two vessels is to keep out of the way, the other shall keep her course and speed.

(b) the latter vessel may however take action to avoid collision by her maneuver alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action as required by these rules.

(2) when from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision.

(3) a vessel which takes action in a crossing situation in accordance with sub-rule (b) of this rule to avoid collision with another vessel, shall, if the circumstances of the case admit, not alter course to port for a vessel on her own port side and

(4) the provision in the above sub-rule does not relieve the give-way vessel of her obligation to keep out of the way.

68. *Responsibilities of (between) vessels*.—Except where rules 62 and 65 otherwise require:

(i) a mechanically propelled vessel underway shall keep out of the way of—

(a) a vessel not under command;

(b) a vessel restricted in her ability to maneuver;

(c) a vessel engaged in fishing;

(d) a sailing vessel, vessel under oars or country boat; and

(e) a vessel proceeding downstream by a vessel proceeding upstream, if the prevailing circumstances permit.

(ii) A sailing vessel under way shall keep out of the way of,

(a) a vessel not under command;

(b) a vessel restricted in her ability to maneuver; and

(c) a vessel engaged in fishing.

(iii) A vessel engaged in fishing when underway shall, so far as possible, keep out of the way of:

(a) a vessel not under command; and

(b) a vessel restricted in her ability to maneuver.

## PART III

## CONDUCT OF VESSELS IN RESTRICTED VISIBILITY

69. *Vessels not in sight of one another.*—Every vessels not in sight of one another when navigating in or near an area of restricted visibility shall comply the following:

- (i) they shall make appropriate sound signals in accordance with Rules and exhibit lights while navigating in restricted visibility;
- (ii) they shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A mechanically propelled vessel shall have her engines ready for immediate maneuver;
- (iii) they shall have due regard to the prevailing circumstances and conditions of restricted visibility;
- (iv) except where it has been determined that risk of collision does not exist, every vessel which hears apparently forward of her beam the fog signal at another vessel or which cannot avoid a close-quarters situation with another vessel forward of her beam, shall reduce her speed, she shall if necessary take all her way off and in any event navigable with extreme caution until danger of collision is over.

70. *Lights & Shapes.*—(1) Provisions in this Rule shall be complied with in all weathers.

(2) The provisions in these rules regarding lights shall be complied with from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the lights specified in these rules, do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

(3) The lights prescribed by these rules shall, if carried, also be exhibited from sunrise to sunset in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary.

(4) The rules concerning shapes shall be complied with by day.

(5) The lights and shapes unless otherwise specified in these rules shall comply with the positioning and technical details as per the provisions of Annex-I to International Regulations for prevention of collision at sea (1972).

71. *Different Lights to be used in vessels.*—The different kinds of lights that shall be used in a vessel are specified below:

(i) "masthead light"—a white light placed over the fore and aft centerline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side of the vessel. This light shall be placed as far as practicable at height above the hull of not less than 3 meters for vessels of 20 meters or more in length and 2 meters for vessels of less than 20 meters in length.

(ii) "sidelights"—a green light on the starboard side and a red light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22 degrees abaft the beam on its respective side. In a vessel of less than 20 meters in length the sidelights may be combined in one lantern carried the fore and aft centerline of the vessel. Side lights shall be placed not less than 1 meter below the mast head light.

(iii) "stern light"—a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degree and so fixed as to show the light 67.5 degrees from light aft on each side of the vessel.

(iv) "towing light"—an yellow light having the same characters as "Stern light" mentioned in sub-section (3) of this rule.

(v) "all-round light"—a light showing an unbroken light over an arc of the horizon of 360 degrees.

(vi) "flashing light"—a light flashing at regular intervals.

72. *Visibility of Lights.*—The lights required to be provided in a vessel, by these rules shall be visible at the following minimum ranges:

(1) A vessel of 20 meters or more in length, mast head light—3 miles, Side lights—2 miles, Stern light—2 miles, Towing light—2 miles, all-round light—1 mile,

(2) A vessel less than 20 meters in length, a mast head light—2 miles side light—1 mile, Stern light—1 mile, towing light—1 mile, white, red, green or yellow all-round light—1 mile.

73. *Lights to be exhibited by a vessel under-way.*—(1) A vessel under-way shall exhibit the following, namely:

- (a) a mast head light forward;
- (b) side lights;
- (c) a stern light.

(2) A vessel of less than 10 meters in length shall exhibit an all-round white light in-lieu of, the lights prescribed in sub rule (1) and shall if practicable also exhibit side lights or a combined lantern.

74. *Lights to be exhibited by towing and pushing vessels.*—(1) A vessel when towing or pushing shall exhibit the following, namely:—

- (a) two mast head lights forward in a vertical line when the length of the tow exceeds 200 meters three such light shall be in a vertical line. These lights will be in-lieu of the lights prescribed in sub rule (1) of rule 74. The lights shall be placed not less than 1 meter apart and the lowest light placed at a height not less than two meters above the hull;
- (b) side lights;
- (c) a stern light;
- (d) a towing light in a vertical line above the stern light.

(2) When a pushing vessel and a vessel being pushed ahead are connected in a composite unit, they shall be regarded as a mechanically propelled vessel and exhibit the lights provided rule 74.

(3) A vessel or object being towed shall exhibit:

- (a) side lights;
- (b) a stern light;

Provided that any number of vessels being towed or pushed in a group shall be treated as one vessel.

(4) A vessel being pushed ahead, not being part of a composite unit, shall exhibit at the forward end, side lights.

(5) A vessel being towed astern shall exhibit a stern light at the forward end side lights.

(6) Where, from any sufficient cause, it is impracticable for vessel or object being towed to exhibit the lights prescribed in this rule, all possible measures shall be taken to light the vessel or the object towed at least to indicate the presence of unlighted vessel or object.

75. *Lights to be exhibited by sailing vessel and vessels under oars.*—(1) A sailing vessel shall exhibit side lights and a stern light:

Provided that in a sailing vessel of less than 20 meters in length, the lights specified in sub rule (1) may be combined in one lantern carried at or near the top of the mast where it can be seen.

(2) A sailing vessel underway may in addition to the lights specified in sub rule (1), exhibit at or near the top of the mast where they can best be seen, two all-round lights in a vertical line, the upper being red and lower green.

(3) A sailing vessel of less than 10 meters in length and a vessel under oars may exhibit lights specified in this rule, but if does not exhibit, such vessel shall have an electric torch or lighted lantern showing white light which shall be exhibited in sufficient time to prevent collision.

76. *Lights to be exhibited by fishing vessels.*—(1) A vessel engaged in fishing shall exhibit:

- (a) two all-round lights in a vertical line the upper being red and the lower white and during day a shape consisting of two cones with their apexes together in a vertical line or a basket;
- (b) side lights, and a stern light when making way through the water in addition to the lights prescribed in (a).

(2) A vessel of less than 10m. in length, a vessel under oars may exhibit lantern and shall have an electric torch which shall be exhibited in sufficient time to prevent collision.

77. *Lights to be exhibited by vessels not under command or restricted in their ability to maneuver.*—(1) A vessel not under command shall exhibit:

- (a) two all-round red lights in a vertical line where they can best be seen by night;
- (b) two balls or similar shapes in a vertical line by day;
- (c) side lights and a stern light in addition to the lights specified in clause (a) above when making way through the water;

(2) A vessel restricted in her ability to maneuver shall exhibit:

- (a) three all-round lights in a vertical line, the highest and lowest of these shall be red and the middle light shall be white;
- (b) three shapes in a vertical line, the highest and lowest shapes shall be balls and the middle one a diamond;
- (c) mast head lights, side lights and stern light in addition to the lights specified in (a) when making way through the water.

*Note:*—When at anchor, in addition to the lights and shapes specified in (a) and (b) above, lights and shapes specified in rule 80 for anchored vessels shall also be exhibited.

78. *Lights to be exhibited by vessels engaged in dredging.*—A vessel engaged in dredging, in addition to the lights in sub rule (2) of Rule 77 shall exhibit two all-round red lights or two balls in a vertical line to indicate the side on which obstruction exists.

79. *Lights to be exhibited by pilot vessels.*—A vessel engaged on pilotage duty shall exhibit:

- (1) at or near the mast head two all-round lights in vertical line, the upper one white and the lower one red.
- (2) in addition to the lights specified in sub-rule (1) side light and stern light, when under way.

80. *Lights to be exhibited by anchored vessels and vessels aground.*—

- (1) A vessel at an anchor shall exhibit,—
  - (a) in the fore part an all-round white light or one ball by day,
  - (b) at or near the stern and at a lower level than the light in (a), an all-round white light;

Provided that a vessel of less than 20m. in length may exhibit one all-round white light where it can best be seen

- (2) A vessel aground shall exhibit in addition to the lights prescribed in sub-rules(1) where they can best be seen,—
  - (a) two all-round red lights in a vertical line,
  - (b) three balls in a vertical line by day.

(3) A vessel less than 10m. in length and a vessel under oars may exhibit lantern and shall have an electric torch which shall be exhibited in sufficient time to prevent collision.

81. *Lights to be exhibited by hydrofoils and mechanized country crafts.*—Where it is impracticable for a mechanized country craft or a hydrofoil to exhibit lights and shapes of the characteristics or in positions, as specified in the Rules, she shall exhibit lights and shapes as closely similar in characteristics and position as is possible.

82. *Sound Signals.*—The sound signal appliances unless otherwise specified in the rules shall comply with the technical requirements as per the provisions of Annexure-III of the International Regulations for Prevention of Collision at sea, 1972.

83. *Equipment for sound signals.*—A vessel of 20 meters or more in length shall be provided with a whistle and a bell and a vessel of 100 meters or more in length, in addition, shall be provided with a gong.

84. *Maneuvering and warning signals.*—The maneuvering and warning signals shall be as follows:

(1) *Single vessel*: when vessels are in-sight of one another a mechanically propelled vessel underway, when maneuvering as authorized or required by these rules, shall indicate her intentions by the following signals on her whistle

- (a) One short blast of about 1 second duration to indicate "I am altering my course to starboard".
- (b) Two short blasts to indicate, "I am altering my course to port".
- (c) Three short blasts to indicate "I am operating stern propulsion"

(2) *Overtaking vessels*:

- (a) Two prolonged blasts (blast of about 4 to 6 seconds duration each) followed by one short blast to indicate "I intend to over take you on your starboard side".
- (b) Two prolonged blasts followed by two short blasts to indicate "I intend to over take you on your port side".
- (c) A vessel being overtaken shall indicate her consent by the following signals on her whistle in the order, one prolonged, one short, one prolonged, one short blast, and if in doubt, she may sound signals prescribed in sub-rule (3).

(3) *When in doubt*: When vessels in sight of one another are approaching each other and from any cause either vessel fails to understand the intentions or actions of the other or is in doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least 5 short and rapid blasts on the whistle, the signal may be supplemented by a light signal of at least 5 short and rapid flashes.

(4) *At bends*: A vessel nearing bend or an area of a channel where other vessels may be obscured, shall sound one prolonged blast, such signal shall be answered with a prolonged blast by any approaching vessel.

85. *Sound signals in restricted visibility.*—In or near an area of restricted visibility, where by day or night, signals specified in these rules, shall be used as follows:

(1) A mechanically propelled vessel making way through the water shall sound at intervals of not more than 2 minutes one prolonged blast.

(2) A mechanically propelled vessel underway but stopped and making no way through the water shall sound at intervals of not more than 2 minutes two prolonged blasts in succession with an interval of about 2 seconds between them.

(3) A vessel not under command, a vessel restricted in her ability to maneuver, a vessel constrained by her draught, vessel engaged in towing, fishing or pushing another vessel, shall at intervals of not more than 2 minutes three blasts with an interval of two seconds between them.

(4) A vessel at anchor shall at intervals of not more than one minute ring the bell rapidly for about 5 seconds. A vessel at anchor may in addition sound three blasts in succession namely one short, one prolonged and one short blast to give warning on her position, and possibility of collision to any approaching vessel. A vessel aground shall give three separate and distinct strokes on the bell immediately before and after the rapid ringing of the bell.

(5) A vessel of less than 10 meters in length shall not be obliged to give the above mentioned signals but shall make some other effective sound signal at intervals of not more than 2 minutes.

86. *Distress signals.*—When a vessel is in distress and requires assistance from other vessels or from shore, the following signals shall be used or displayed by her, either together or separately.

- (1) A continuous sounding of any sound signal apparatus.
- (2) A flag or a light waved in a circle to draw attention.
- (3) Flares on the deck.
- (4) "May day" transmitted by radio telephony.
- (5) International code of signal N.C. hoisted on the vessel.



87. *Exemptions.*—Any vessel or class of vessels may be exempted from compliance of the following provisions for a period up to one year from the date of commencement of these rules, provided that such vessel or class of vessels complies with the requirement of the Travancore Public Canals and Public Ferries Act, 1096, The Cochin Public Canals and Backwaters Navigation Act of 1092 and the keel of which is at the stage of construction before the coming into force of these rules.

- (1) The installation of lights with colour specifications and intensity as prescribed in rule 70 (5).
- (2) Repositioning of masthead lights and side lights on vessels resulting from prescriptions of rule 71.
- (3) The installation of lights with ranges prescribed in rule 72.

88. *Application of the provisions of Port rules and National waterway regulations.*—Notwithstanding anything mentioned above, the provisions of the Port Rules and Prevention of Collision Regulations, 2002 for National Waterways shall apply mutatis mutandis, to the mechanically propelled vessels while making voyages within the port limits and National Waterways.

#### CHAPTER V

#### SAFETY MEASURES ON WATERWAYS

89. *Marking of Navigable Channel.*—Channel marks like coconut piles, bamboo marks or buoys are provided to mark the safe limits of the channel. Details of channel marking are given in Annexure I. Marks painted with luminous paint or lights shall be provided for navigation at night.

- (1) All vessels shall:
  - (a) navigate within the channel limits as far as possible;
  - (b) avoid close passing or causing any damage to the channel marks;
  - (c) avoid fouling or mooring to the channel marks.
- (2) No fishing stakes, fishing nets, or obstructions of any kind are permitted in the channel.
- (3) Small vessels and fishing boats with nets shall give a wide berth to vessels.

90. *Traffic Signals and Signs.*—(1) Traffic Signals or Signs shall be erected on the banks of the river or on any fixtures on the river to ensure safety on the navigable channel. The sign boards shall be painted with bright luminous paint. Specimens of which are shown in Annexure-II. All vessels shall keep a look out for such marks and to take timely action as required by the seamanship practices to ensure safety.

(2) Navigation marks shall not be tampered or damaged or used for mooring of vessels.

(3) Any person who has committed a breach of the provision contained in the sub-rule (2) of rule 90, shall be punishable with imprisonment for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both.

91. *Storm Warning Signal.*—Storm warning signals as shown in Annexure III shall be exhibited from the ports.

92. *Carriage of Dangerous Goods.*—No dangerous goods shall be carried onboard or transported in the waterway without the specific approval and safety clearance from the competent officer. Provisions of the Merchant Shipping (Carriage of Dangerous Goods) Rules, 1978 with respect to transportation of dangerous cargo shall mutatis mutandis apply to carriage of dangerous goods under these rules.

93. *Prevention of Explosions or fire.*—No explosives shall be brought onboard, stored or carried in a vessel without the prior approval and safety clearances from the competent authority and clearances from the Controller of Explosives as required under the provisions of the Explosive Act, 1884.

94. *Prevention and containment of pollution of harbors, ports and waterway by oil/chemical/hazardous cargo etc.*—The provisions of the Merchant Shipping Act, 1958, and the rules issued there under shall be the guiding criteria for inland vessels and shall be applicable to all vessels under these rules.

95. *Passage through Bridges.*—When a vessel passes under a bridge, the height of the mast or the height of the collapsed mast and that of the wheelhouse or super structure should be less than that between waterway level and the height of the road bridge. Speed of such vessel shall be regulated with reference to prevailing weather conditions and the currents likely to be experienced.

96. *Passage through locks.*—(1) While navigating through the locks and lock basin, the master shall comply with any orders given to him by the lock master to ensure safety and orderly movement of ship and quick passage through the lock.

(2) The order of priority for passage through the lock shall be as follows:

- (a) Vessels of the Government, vessels belonging to the military, police and the Inland Waterways Authority of India;
- (b) Passenger craft;
- (c) Fishing boats;
- (d) Cargo vessels.

(3) Vessels shall be warped or poled into or out of locks and shall not use their propellers or paddle wheels until clear of the lock.

(4) Vessels used or intended for passengers and cargo shall ply only on such portions of the backwaters or canal system as may be specified in their survey certificate.

97. *Reduction of speed in certain circumstances.*—(1) Every vessel shall regulate their speed to avoid creating excessive wash or suction likely to cause damage to its stationary or other moving vessels or structures and bank;

(2) In particular the vessel shall reduce speed in good time, but without losing the steering way required for safety:

- (a) out side port entrances;
- (b) near vessels made fast to the bank or to a landing stage loading or discharging cargo;
- (c) near vessels lying at normal stopping places.

98. *Drifting of a vessel.*—Drifting of vessel in the inland waterways, unless authorized by the Competent Officer, is prohibited.

99. *Crossing of navigable channel.*—While crossing the navigable channel, ferry vessels shall keep at such distance from vessels or rafts moving along the navigable channel, so that the latter shall not be obliged to change their course or reduce speed:

Provided that ferry vessels, under special circumstances may be granted priority of passage across the navigable channel by the Competent Officer and such vessel shall exhibit a green all-round light by night and a green flag by day, and shall have right of way as the circumstances permit.

100. *Mooring of vessels.*—No vessel shall be moored or anchored within a port except in areas designated for such purposes by the Competent Officer.

101. *Stationary Vessels.*—All stationary vessels, rafts and floating equipment shall be anchored or made fast securely enough to withstand the current in such a way that they can adjust to the changes in water level.

102. *Responsibilities of Master and Owner.*—(1) Every vessel shall be in charge of a Master who shall be qualified and possesses a certificate to that effect under the Rule. The Master shall be jointly and severally responsible with the Owner for any or all breaches of these rules. Responsibilities of the Master and Owner, shall *inter alia* include the following, namely:

- (a) to take all precautions required to keep vigilant and to avoid damage to the vessel, installations in the waterway and avoid causing obstructions to shipping and navigation;
- (b) to take all steps required by the situation to avoid imminent danger;
- (c) to comply with the rules or regulations applicable to his vessel and his crew and to the vessels in tow, while his vessel is engaged in towing of other vessels;
- (d) the Master or Owner shall ensure that the vessel has a valid certificate of survey applicable for the voyage or service in the zone of operation;

- (e) the Master or Owner shall ensure that the vessel has a valid certificate of Registration and that the certificate of registration granted in respect of any vessel shall be used only for the lawful navigation of that vessel;
  - (f) the Master or Owner shall ensure that the crew are sufficient for the type of vessel and type and area of operation as required by these rules;
  - (g) the Master or Owner shall ensure that the crew has valid certificate of competency/service;
  - (h) the Master or Owner shall ensure that dangerous goods or explosive materials are carried on board only as authorized by Competent Authority and procedures and safety precautions as per the Explosives Rules, 1983 ;
  - (i) the Master shall maintain Ship's Article/crew list, Ships Log and Engine Log;
  - (j) the Master shall ensure that at no time the vessel is overloaded or more than the number of passengers it is certified to carry, are taken onboard;
  - (k) the Owner shall ensure that no unauthorized alterations are made to the vessel;
  - (l) the Master or Owner shall ensure that the vessel is adequately equipped to fight any fire and to rescue the passengers and that the crew adequately trained to meet emergent situations;
  - (m) the Owner or Master shall ensure that Life saving devices like life buoys, life jackets, life raft etc. as required as per the Rules are provided in each vessel and they are kept in such a position for quick deployment in case of emergency;
  - (n) the Owner shall ensure insurance of the vessel against third party risks;
  - (o) the Owner/Master shall display the details showing the date of manufacture of the vessel, date of survey, expiry date of survey, passengers and cargo capacity and such other details as required by law;
  - (p) to ensure timely and quality maintenance work;
  - (q) to ensure that at no time the vessel discharges in the waterway except at the reception facilities of inland ports, raw sewage, oily substances, garbage etc.
- (2) The Master or the person in charge of the vessel shall make immediate report to the nearest competent officer or Police on,—
- (a) any vessel has been wrecked, abandoned or materially damaged;
  - (b) accidents or casualty involving, death, grievous hurt;
  - (c) sighting of any other vessel in distress;
  - (d) outbreak of fire or flooding in his vessel;
  - (e) damage caused to any waterway installations or permanent structures;
  - (f) any vessel has caused loss or material damage to any other vessel, or observing uncharted obstruction or failure of navigational aid ;
  - (g) falling over board of any object which may become an obstruction or danger to navigation;
  - (h) spillage of oil into the waterway;
  - (i) piracy or theft onboard.
- (3) The master shall,—
- (a) on sighting a vessel or raft which has suffered an accident endangering persons or the vessel or threatening to obstruct the channel, give immediate assistance to such vessels without endangering safety of his own vessel;
  - (b) in case of any marine casualty, give warning to the approaching vessels to enable them to take necessary action in good time and steer clear of the channel when in danger of sinking or goes out of control.
- (4) All the crew employed on board a vessel shall be under the control and orders of the master of such vessel, who shall see that proper discipline and good conduct is maintained by them. The crew shall on no account interfere with passengers or behave rudely towards them.

(5) When the master of a vessel is temporarily absent during a voyage, the Serang on board of 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 competent authority.

(6) Master or persons in charge of a vessel shall give the competent officer or any person authorized by him all necessary facilities for verifying compliance with these regulations.

(7) The master of a passenger or tourist vessel shall ensure that the passengers are informed of the use and disposition of life saving devices onboard.

## CHAPTER VI

### LIFE SAVING APPLIANCES TO BE CARRIED ONBOARD INLAND VESSELS

103. *Classification of vessels.*—(1) For the purposes of this Rule inland vessels shall be classified as follows namely:

- (a) Class I—Passenger vessels, Ferry launches and boats;
- (b) Class II—Cargo vessels and vessels other than those falling under Class I, Class III and IV;
- (c) Class III—Non-propelled vessels (Barges);
- (d) Class IV—Pleasure crafts and adventure vessels.

(2) Requirement for Vessels of Class I:

- (a) Sufficient number of life rafts or buoyant apparatus to accommodate at least 50% number of passengers and crew on board;
- (b) One life jacket each for 50% of the passengers and crew on board;
- (c) Life jacket for child, for 10% of total number of persons certified to carry. For the purpose of this rule, child means persons weighing below 30 kg.
- (d) At least four life buoys for vessels up to 25 meter length, six life buoys for vessel 25-45 meter length and eight life buoys for more than 45 metre length. At least two of the lifebuoys supplied shall be equipped with self igniting light if the vessel navigates at night;
- (e) Every vessel of Class I, passenger capacity 150 and above shall have at least one life boat with minimum passenger capacity of ten persons. The boat shall be provided with necessary davit for launching. Boats are to be stowed equally on either side of the vessel if more than one boat is provided;
- (f) Life Boats plus Life Rafts plus life jackets together to accommodate 100 % of the passengers and crew onboard;
- (g) All boat crew shall possess sufficient training in rescue work in addition to artificial respiration and first aid;
- (h) All boats shall have headlights or Search lights, hand torches and emergency lanterns;
- (i) Boats shall be sturdy and maintain rigid standards. The underwater material should be sound, strong and sea worthy. In small vessels one pair of oars shall be kept in readiness for use in the event of power failure.

(3) Requirement for Vessels of Class II:

- (a) Every vessel of Class II shall be provided with:
  - (i) minimum one life raft to accommodate all crew for vessel over 10 m;
  - (ii) one life jacket for each crew or person on board;
  - (iii) minimum two life buoys for vessel up to 25 meter length and four life buoys for vessel of above 25 meter length of which one shall be equipped with self igniting light if the vessel navigates at night.
- (b) Life rafts plus life jackets plus life buoys to accommodate 100 % of the crew

## (4) Requirement for Vessels of Class III

Every manned vessel of Class III shall be provided with:

- (a) minimum two life buoys, one of which shall be equipped with a self igniting light if the vessel navigates at night;
- (b) one life jacket each for every crew on board.

## (5) Requirement for Vessels of Class IV:

- (a) Every vessel of Class IV up to 10 meter in length shall carry life jacket for each person. Vessel above 10 meter shall carry sufficient life raft or life buoys for all persons on board. For small vessels where buoyant apparatus could not be accommodated, 100% buoyancy by way of life jackets and life buoys shall be provided;
- (b) All vessels of Class IV shall carry at least two Life Buoys of which one to be of self igniting type if the vessel navigates at night. For small vessels where buoyant apparatus could not be accommodated, 100% buoyancy by way of life jackets and life buoys shall be provided.

104. *Technical requirements.*—Every life saving appliances provided as per the provision of these rules shall meet the requirement of Schedule 4.

105. *Stowage.*—Every life saving appliances provided as per the provisions of these rules shall be stowed according to the requirement of Schedule 5, as far as applicable.

106. *Display of usage.*—On every vessel of Class I, the list of life saving appliances and instruction of their use shall be displayed at conspicuous places.

107. *Exemption.*—Vessels or class of vessels provided that she complies with the requirements of the Travancore Public Canals and Public Ferries Act of 1096, the Cochin Public Canals and Backwaters Navigation Act of 1092, the keel of which is laid under construction or constructed before the coming into force of these rules may be exempted from compliance therewith of the provision for carriage of life boats until one year after the date of commencement of these rules provided that adequate life raft in lieu are provided on board.

## CHAPTER VII

## INLAND VESSELS FIRE FIGHTING EQUIPMENTS

108. *Applicability of this rules.*—This rule shall apply to all vessels except the following:

- (1) Vessels above 500 tons gross or passenger capacity over 100 numbers. These vessels shall be required to comply with the requirements of Merchant Shipping (Fire Alliances) Rules 1969 as applicable to ships on coastal voyages.
- (2) Requirements in respect of hovercrafts and small vessels up to 10 Ton shall be specially considered by the competent officer;

109. *Appliances to be carried by inland vessels.*—All inland vessels shall be provided with the following approved type fire appliances:

- (1) Minimum one power driven fire pump with motor in every vessel above 150 tons or 12 m.
- (2) Minimum one hand operated fire pump in every vessel exceeding 6 metre in length.
- (3) Water service pipes, hydrants, fire hoses:- In every vessel required to carry a fire pump, with water service pipes, hydrants and fire hoses so arranged that at least one powerful jet of water may be directed to any part of the vessel. Hoses shall not be less than 32 mm in diameter.
- (4) One Plain Nozzle for every fire hose carried in accordance with these Rules.
- (5) One Spray Nozzle for every fire hose carried in accordance with these Rules.
- (6) One Portable Soda-Acid type fire extinguisher in each of the passenger spaces above the upper deck and with at least two such extinguishers in each of the crew spaces and of the passenger spaces below that deck;

Provided that vessels less than 15 meters in length need carry only one such extinguisher.

- (7) Minimum two Portable foam type fire extinguishers in every machinery space.
- (8) Minimum one Portable Dry Power type fire extinguisher in every vessel having a large electrical installation.
- (9) Minimum one Fire Axe in every vessel exceeding 15 meters in length.
- (10) Minimum one Fire Bucket for each member of the crew with a minimum of two. Fifty percent of those buckets shall be fitted with lanyards. No vessel need carry more than twenty buckets.
- (11) Minimum one Sandbox with scoop in every vessel at least one in the machinery and boiler spaces. Quantity of sand shall not be less than 0.075 cubic meters.
- (12) Minimum one Non Portable Foam type fire extinguisher in case of motor vessels exceeding 30 meters length. Capacity of such extinguishers shall not be less than 45 litres.
- (13) Smothering Arrangement: All fixed installation in all vessels having areas containing fuel oil installations shall be covered by smothering arrangements.
110. *Approval by Competent Authority.*—If in any case an Inland Vessel is unable to comply fully with the requirements set out as above, and in all cases of vessels exceeding 45 m. in length, or 150 ton gross, the fire Appliances to be provided shall be referred to the competent officer for approval.
111. *Responsibility of Master or Owner.*—The Master or Owner of all Inland Vessels shall ensure that the vessel is provided with Appliances and Equipments for fire fighting and for protection from danger or explosion in accordance with these rules and that the crew of the vessel are well conversant with the use of the appliances.

## CHAPTER VIII

## INLAND VESSELS CONSTRUCTION

## PART I

## HULL CONSTRUCTION

112. *Hull.*—(1) The Structural strength of every vessel to which these rules apply shall be sufficient for the service for which the vessel is intended. Scantlings in accordance with Rules of recognized Classification Societies will ordinarily be accepted.
- (2) Vessels intended for the carriage in bulk of petroleum and petroleum products shall comply with the Indian Petroleum Act, 1934 (Act XXX of 1934) and the Rules made there under.
- (3) Ordinarily only decked vessels of length exceeding 12 meters shall be allowed to ply during the foul season.
113. *Watertight Subdivision.*—(1) Vessels designed to carry more than 150 passengers shall comply with the watertight division requirements of Part II of the Indian Merchant Shipping (Construction and Survey of Passenger Steamers) Rules, 1981 as they apply to Class VI of said Rules.
- (2) Vessels over 18 meters length shall be adequately subdivided to the satisfaction of the Surveying Authority.
114. *Bulkheads.*—(1) In all vessels (except wooden house boats) greater than 15 meters in length, a collision bulkhead shall be fitted at approximately 0.05 lengths abaft the (foreside of the designed waterline) forward perpendicular.
- (2) In all vessels (except wooden house boats) exceeding 15 meters in length, the machinery shall be enclosed between watertight bulkheads extending to the upper deck or gunwale.
- (3) In Vessel fitted with internal combustion engines, the bulkheads separating the machinery space from the accommodation spaces shall be made of steel and insulated so as to provide an effective fire division. Provided that in the case of wooden vessels below 15 meters length wooden bulkheads, suitably lined may be used.
- (4) Side scuttles fitted below deck must be of non-opening type.

115. *Hull side Valves and Fittings (other than those on scuppers and sanitary discharges).*—(1) All waterway inlet and overboard discharge pipes shall be fitted with valves or cocks secured direct to shell plating or water boxes.

- (2) All valves and cocks are to be of bronze or other approved material.
- (3) Gratings having adequate net area are to be fitted at all openings for water inlet valves.
- (4) Waterway inlet and discharge valves and cocks are to be fitted in easily accessible positions.

116. *Deck openings, Hatch comings.*—All openings in deck shall be well designed and capable of being effectively closed water tight. Hatch comings shall be provided with hatch covers of adequate strength and shall be capable of being battened down.

117. *Height of Sides and Rails.*—In open vessels the top of the gunwale, covering board or wash strakes, or the upper edge of the half deck at side as the case may be, shall not be less than 75 cms above the flooring boards in the case of vessels 6 m in length or less, and not less than 90 cms in the case of vessels 12 m in length or more. From lengths between 6 m and 12 m, the height shall be in proportion. Decked vessels shall be provided with bulwarks or rails not less than 1 m in height and the rails shall not be more than 22.5 cms apart unless strong netting is provided.

118. *Water closets.*—(1) In addition to and exclusive of a sufficient number of closets for saloon passengers and crew, inland vessels on voyages of more than six hours duration shall be provided with latrines for the exclusive use of deck passengers and one for every additional hundred or part of hundred such passengers for which the vessel is certified. A fair proportion of latrines shall be allotted from the above for the sole use of women and shall be so marked outside. In no case shall there be a lesser number than two or not more than six latrines so provided. The latrines shall be of approved dimensions, having adequate head room and ventilation, and shall provide privacy.

(2) On vessels which ply by day on voyage not lasting more than six hours, there shall be one latrine for every 200 passengers with a minimum of two, and one of these shall be marked for women.

(3) The Surveying Authority may exempt wholly or in part vessels below 16 m length from the full or part requirements of above two sub-rules if the vessels are employed on voyage of less than 2 hours duration.

119. *Freeboard.*—(1) In case of passenger vessels when the vessel is loaded with weights representing the full number of passengers and crew at 65 kg for each person, and when all necessary fuel is on board, the clear height of the side above water, at the lowest point, is not less than 38 cms for vessels 6 m in length or less, and 76 cms for vessels 18 m, in length and over. For lengths between 6 m and 18 m the height shall be in proportion. The length shall be measured from the forward side of the stem to the after side of the stem post, and the clear side shall be measured to the top of the covering board or to the top of the wash strake, if one is fitted above the covering board, if however a half deck is fitted, the clear side shall be measured to the top of the deck at side or to the top of the gunwale, whichever measurement gives the smaller freeboard. In decked boats the freeboard shall be measured from the top of the deck at side.

(2) Vessels permitted to ply during foul season shall be required to have freeboard 1.5 times as of that calculated under sub rule (1).

120. *Flooring.*—Floorings shall be provided throughout the vessel. It shall be removable to allow for cleaning and inspection and shall allow rapid drainage of water to the bilges. Drain plugs in the skin of the vessel shall not be permitted.

121. *Position of Helmsman.*—There shall be a provision in all vessels, whether or not fitted with raised decks or similar obstructions, for the helmsman to have a clear view for safe navigation.

## PART II

### MACHINERY AND EQUIPMENT

122. *Boilers and pressure vessels.*—Steam boilers and pressure vessels shall comply with the requirements laid down in Merchant Shipping (Construction and Survey of Cargo Steamers) Rules, 1991 as amended from time to time.

123. *Internal Combustion Engines.*—They shall be of approved design and shall be driven by heavy oil, paraffin or other similar fuel and not by petrol.

124. *Propeller Shafts.*—They shall be of non-corrosive metal provided that mild steel shafts may be permitted, if fitted with a non-corrosive liner or when used with an oil-grease lubricated stern bush in a stern tube provided with oil sealing glands.

125. *Power*.—Power of the propelling machinery shall be sufficient to enable the vessel to operate safely:

Provided that vessels permitted to ply during foul season shall be required to have sufficient power to enable such vessels to attain a speed of not less than nine knots in fully loaded condition in calm weather. Speed trials will be conducted only in Fair Season in calm weather conditions.

126. *Machinery Fencing*.—The machinery including the shafting shall be fenced, if there is no separate engine room, where necessary so as to protect persons in the vessel from injury.

127. *Trials*.—Test bed trials of machinery shall be witnessed by a surveyor. Running and manœuvring trials under service conditions shall also be witnessed by a survey before the declaration is issued.

128. *Motor compartment construction, ventilations etc.*—(1) If the motor or fuel tanks are situated below deck and oil of a flash point lower than 60 degree Celsius is used, the motor and fuel bulks must be enclosed in separate watertight and well ventilated compartments, in which no stove or other similar heating apparatus is to be placed. Each compartment shall be furnished with at least two cowl ventilators one of which is to be led well down into the space to prevent accumulation of vapor in the lower part. Any enclosed space within which a motor or fuel tank is placed must be ventilated in this manner irrespective of whether heavy or light oil is used as fuel.

(2) In open vessels, the space occupied by the motor and fuel tank shall, preferably, be at the after end of the vessel and separated from the space allotted for the accommodation of passengers and crew by a substantial bulkhead as high as the seats and watertight up to at least half its height to prevent the spread of oil to the passenger or crew space. If it is desired to place the motor amidships or forward, either arrangement may be allowed provided that a bulkhead or casing formed in the manner stated, is placed between the motor space and the passenger or crew space.

(3) Motor shall be covered in, and the compartments or casings containing them shall be constructed.

(4) If the vessel is of wood, a metal tray which can readily be cleaned and is of suitable depth shall be fitted under the motors; the bilges shall be protected against saturation by oil.

129. *Fuel tanks*.—(1) Fuel tanks shall be constructed of suitable material, and shall be securely fixed in position. They shall be of robust construction with riveted, brazed or welded joints. No part of the fuel tanks or their fittings shall depend on soft solder for tightness.

(2) Fuel tanks and their fittings shall be perfectly water tight and tested by hydraulic pressure to a head of water of at least 15 feet. If a pressure feed system is employed the particulars of tanks and fittings shall be submitted to the Surveying Authority for prior approval.

(3) A properly secured wire-gauge diaphragm of tube strainer, which can be easily taken out for cleaning and examination shall be fitted to each filling inlet and at each vapour or oil outlet on the tanks and the filling pipe or orifice shall have a suitable screwed cap.

(4) Fuel tanks shall not be fitted in machinery spaces, but shall be placed in a separate compartment, or on deck remote from engine a modification of this requirement will be granted only where the flash point of fuel exceeds 66° Celsius (This temperature limit may be reduced to 60 degree Celsius as per class norms) or in the case of small open vessels where the machinery is fitted at the after end.

130. *Fuel Pipe arrangements*.—(1) The pipes conveying the fuel shall be of seamless material made with easy bends and metal to metal joints. A valve or cock shall be fitted at each end of the fuel pipe and no joint shall depend on soft solder for tightness. The joints and couplings shall be readily accessible. Every fuel tank outlet valve or cock shall be capable of being readily closed from a position outside the compartment containing the tank and the engine and such valve shall be so positioned that it is not likely to be out off in the event of fire in these compartments.

(2) On engines using paraffin as fuel the air inlet pipe to the carburetor shall be fitted with a satire-gauze diaphragm and so arranged as to satisfy the surveyor that there will be no danger of fire or explosion from escaping vapor when the engine is stopped or from flame should a back-fire occur.

131. *Bilge Pumping and Bailing Arrangements*.—(1) All vessels shall have an efficient Pumping system having the suction and means for drainage so arranged that any water within any compartment of the vessel, or any watertight section of any compartment can be pumped out.

(2) Bilge pipes shall not be less than 32 mm internal diameter.

(3) All vessels over 18 m length shall have a power driven bilge pump and one rotary or semirotary hand bilge pump. Power driven pump may be driven by main engine.

(4) All vessels below 18 m length shall have a rotary or semi-rotary hand bilge pump.



132. *Steering Gear*.—(1) Steering gear chain blocks, etc. running through passenger and or crew spaces shall be covered in or provided with portable guards properly secured so as not to endanger passenger or crew.

(2) Where the rudder is ordinarily operated by power, it shall also be capable of being operated by hand in an emergency.

(3) Launches below 15 m length shall be provided with a spare tiller.

### PART III

#### PASSENGER ACCOMMODATION

133. *Passenger Accommodation*.—(1) Area of each part of passenger space and the length of seats therein shall be measured and the lesser of the numbers given by area and by seating shall be the allowable number during fair season provided that in open vessels the number of passengers shall not exceed two per 0.3 m of length and in no case to exceed 100.

(2) Total number of passengers permitted to be carried during the off season shall not exceed two third the total number allowed for fair season provided that vessels operating in sheltered waters such as creeks may be permitted to carry same number of passengers throughout the year.

(3) Open Launches:

(a) The forward extremity of the space available for the passenger accommodation is to be determined by the Surveyor, with due regard to the proper stowage of the anchor and cable to any other necessary equipment in the bow of the vessel, and the length shall be measured from this point to the foreside of the bulkhead separating the machinery space from the passenger space.

(b) If the machinery is placed amidships, and additional space is available for passengers between the after bulkhead of the machinery space and a position near the stem of the vessel, to be determined by the Surveyor as suitable having due regard to the steering arrangements and fuel tank space, such space shall also be considered for accommodating passengers. The breadths are to be measured at suitable intervals to the back of the side benches or to the inside of the gunwale or to the inside of the half deck (where fitted) whichever measurement is least.

(c) The space abreast of the machinery space may be included in the passenger measurements if the engine is enclosed by a casing of longitudinal bulkheads and if the distance between the sides of the casing or bulkheads and the back seats is at least 0.9 m.

(d) The number of passenger allowable by area shall be found by dividing by 0.36 the area in square meters of the clear space measured as above. Allowance shall be made for the crew and baggage in the area measurements (15%). The number allowable by seating shall be found by dividing the length in meter of each continuous fixed seat by 0.45.

(e) Seating on buoyant apparatus shall be computed separately.

(4) Decked Launches:

(a) The forward extremity of the space available for passenger accommodation shall be determined as provided for open launches, and the clear area of this space is to be obtained by deducting all encumbrances such as skylights, companions, machinery casings, navigating spaces, lifeboats and ventilator.

(b) The maximum number of passengers that may be allowed shall be ascertained by using the divisor 0.56 for the area of the deck in square meter of the saloon or cabin floor below deck. Only one saloon below deck shall be included in the passenger measurements, except that where the vessel has an appropriate standard of watertight subdivision, two saloons may be included if they are of moderate size. In no case more than 250 passengers shall be allowed.

(5) In all vessels the seating shall be so arranged that there shall be no serious obstacle to prevent a person from passing forward and aft quickly in case of emergency.

(6) No space within 0.5 m of entrance to any ladder way, wash place or lavatory shall be included in the space measured for passengers.

(7) Vessels engaged in carrying large number of passengers shall have a strong barrier constructed on each deck.

PART IV  
STABILITY

134. *Stability*.—(1) An inclining experiment shall be carried out to determine the elements of stability resulting in a Trim and Stability booklet. Unless particulars of the position to transverse metacentre at various drafts are available the experiment shall be carried out with the vessel loaded with weights to represent the fully laden condition.

(2) Calculation showing the transverse meta centric height and the angle of heel which would occur with total of the passengers concentrated on one side of the vessel to be undertaken. In a multi deck vessel the total passengers concentration should be on one side of the upper most deck. Each passenger shall be represented by a weight of 65 kgs.

(3) In decked vessels the passengers shall be taken as congregated at 0.27 sq. meters each on the uppermost deck or decks to which they have access and the centre of gravity of the passenger at 1 metre above the deck.

(4) In open vessels the center of gravity of passengers shall be taken at 0.3 m above the seat.

(5) In no case shall the surveyor certify a vessel for any number of passengers unless he is satisfied that the vessel has sufficient stability and freeboard to carry that number safely.

135. *Stability of Hovercrafts*.—Stability of Hovercrafts shall be specially considered.

PART V  
OTHER ACCESSORIES

136. *anchors & Cables etc.*—(1) Every inland vessel shall be provided with at least two anchors and chain cables and every vessel exceeding 100 tons shall be provided with anchors and cables as specified by the Surveying Authority in each case provided that anchors and cables complying with Classification Society requirements shall ordinarily be accepted.

(2) Every vessel over 100 ton shall be provided with an echo sounder. In addition every vessel shall be provided with at least one hand lead line 15 fathoms in length with lead of at least 3.2 kgs. weight provided that small vessels plying in shallow waters may be provided with a depth measuring pole or rod suitably marked.

(3) Every open vessel shall be provided with at least three oars, three rowlocks and two efficient boat hooks.

(4) Every vessel shall be provided with at least two heaving lines.

(5) Appropriate communication and navigation equipment like compass, binoculars, wheel indicator, bridge engine control, public address system, mobile phone etc. shall be provided as specified by the surveying authority.

137. *Exemptions*.—The competent authority may exempt any vessel or class of vessels already existing or the keel of which is laid, under construction or constructed before the coming into force of these rules, from the compliance of the provisions of this chapter for a period of one year with effect from the date of commencement of these rules provided that the vessels complies with the requirements of the Travancore Public Canals and Public Ferries Act, 1096, the Cochin Public Canals and Back Waters Navigation Act, 1092 and the Madras Canals and Public Ferries Act, 1890.

CHAPTER-IX  
MISCELLANEOUS

138. *Advisory Committee*.—(1) The competent authority shall with the approval of Government, notify the constitution of an advisory committee to advise the owners, agents, charterers of inland vessels on questions affecting the interests of passengers and shippers of goods.

(2) The advisory committee shall consist of a chairman and members not exceeding seven representing the shippers, carriers and chambers of commerce and experts in the field of inland water transport.

(3) The tenure of the Committee shall be for a period of three years and shall be extendable to five years. The Committee shall transact its business by following such procedure as may be specified by the competent authority.

139. *Penalties*.—Any person committing a breach of any of these rules, other than for which penalties are provided in the Act, shall be punishable with imprisonment for a term which may extend to six months or fine which may extend to five hundred rupees or both.

FORM No. 1  
[ See Rule 5 (1) ]

Form for expressing the intention to build a new vessel

1. Name of vessel :
2. Owner's name and address :
3. Length, breadth and depth of vessel :
4. Type of vessel :
5. Passenger, cargo cum passenger, Chemical Carrier,  
Liquid Carrier, Towing unit :
6. Particulars of hull
  - (a) Builders name and address :
  - (b) Material of the hull :
  - (c) Whether with a deck above free board deck :
  - (d) Number of Bulk heads, their placement  
and thickness :
  - (e) Hull plating material and thickness :
7. Particulars of propulsion of Engines
  - (a) Number of sets with BHP of each :
  - (b) Manufacturer's name and brand :
  - (c) Model Number :
  - (d) Type of Engine :
  - (e) Diameter of propulsion shaft and material :
  - (f) Type and Number of gears :
8. Particulars of equipments
  - (a) Anchor-Port, Starboard (weight & Material  
of each) :
  - (b) Anchor-Spare (weight & material) :
  - (c) Chain: size type and length (Port) :
  - (d) Chain: size type and length (Starboard) :
  - (e) Ropes-size, material and number of ropes :
  - (f) Search Lights, number, size and power :
  - (g) Life buoys, Buoyant apparatus with self  
ignited light with buoyant lanyard :
  - (h) Navigation Lights giving particulars :
  - (i) Sound signals: Mechanical or Electrical :
9. Particulars of fire appliance
  - (a) Number, size and capacity of fire pumps :
  - (b) Fire mains, diameter, material and  
number of hydrants :

- (c) Number of hose :
  - (d) Nozzles :
    - (i) Jet type
    - (ii) Spray type
    - (iii) Jet/Spray type
  - (e) Any other equipments
10. Number of portable fire extinguisher with particulars
- (a) Soda Acid :
  - (b) Foam :
  - (c) Dry Powder :
  - (d) Any other types :
11. Particulars of communication equipments :
12. Particulars of navigation equipments :
13. Particulars of pollution control devices :
- (a) Sewage treatment and disposal
  - (b) Solid waste processing and disposal
  - (c) Sound Pollution Control
  - (d) Water consumption/day
  - (e) Source of water

*Signature of Owner.*

*Enclosures:—*

Plans, Drawings etc. as per Rule 6 (4) (b), (e) and (d) of the Rules.

FORM NO. 2

[ See Rule 6 (2) ]

## APPLICATION FOR SURVEY OF INLAND VESSEL.

Date:

Place:

To

The Surveying Authority

At Port.....

I/We.....being owner/Agent/in case of Minor, Legal/Natural Guardian (Legal documents of guardianship attached) of the Inland Vessel duly authorized by the owner (copy of authorization attached),  
 Vessel Name.....Official No. .... hereby apply for the  
 survey of the said vessel at the port/place of.....

I/We have remitted Rs. .... vide chalan No. .... dated.....in respect of the  
 survey. I/We agree to pay on demand such extra fees as may be leviable under the rules.

The particulars of the vessel are as under : \*

1. Name of vessel :
2. Official No. of the vessel :
3. Port of registry of vessel :
4. Gross tonnage of vessel :
5. Place and date of last survey :
6. Nature of survey  
(state if survey in dry dock is required) :
7. Length, Breadth, Depth :
8. Type of main propulsion engines and total H. P. :
9. Details of other machineries :
10. Type of the vessel passenger cum cargo/  
Cargo/Chemical Carrier, Liquid Carrier etc. :
11. Owner's name and address :
12. Agents name and address with  
telephone No. :

Owner/master/serang

## Enclosures—

1. Documents as per rules 6 (3) [(a) to (f)].
2. Treasury chalan for the total amount paid.
3. Last expired certificate of survey.
4. Attested copy of certificate of registration.
5. In case of agent, authorization from the owners to undertake the survey of the vessel.
6. In case of minor, legal documents in respect of legal/natural guardian.

PARTICULARS TO BE FURNISHED FOR SURVEY OF NEW VESSEL OR VESSELS  
WHICH ARE TO BE SURVEYED FOR THE FIRST TIME

1. Name of vessel :
2. Owner's name and address :
3. Length, breadth and depth of vessel :
4. Type of Vessel :
5. Passenger, cargo cum passenger,  
Chemical Carrier, Liquid Carrier, Towing unit :
6. Particulars of hull
  - (a) Year of built :
  - (b) Builders name and address :
  - (c) Builders certificate :
  - (d) Material of the hull :
  - (e) Number of Bulk heads, their placement  
and thickness :
  - (f) Hull plating material and thickness :
7. Particulars of propulsion of Engines
  - (a) Number of sets fitted :
  - (b) Manufacturer's name and brand :
  - (c) Model Number :
  - (d) Year of built :
  - (e) Type of Engine with HP of each :
  - (f) Diameter of propulsion shaft and material :
  - (g) Type and Number of gears :
  - (h) Test certificate. :
8. Particulars of equipments
  - (a) Anchor-Port, Starboard (weight &  
Material of each) :
  - (b) Anchor-Spare (weight & material of each  
Equipment) :
  - (c) Chain: size type and length and  
test certificate (Port) :
  - (d) Chain: size type and length and  
test certificate (Starboard) :
  - (e) Ropes- size, material and number of ropes :

- (f) Search Lights, number, size and power :
  - (g) Life buoys, Buoyant apparatus with Self Ignited lights, Number with buoyant lanyard :
  - (h) Navigation Lights giving particulars and certificate, main mast, auxiliary mast, port, Starboard, Stem, Anchor not under command :
  - (i) Shapes for anchor not under command etc. :
  - (j) Sound signals: Mechanical or Electrical :
9. Particulars of fire appliance :
- (a) Number, size and capacity of fire pumps :
  - (b) Fire mains, diameter, material and number of hydrants :
  - (c) Number of hose :
  - (d) Nozzles :
    - (i) Jet type
    - (ii) Spray type
    - (iii) Jet/Spray type
  - (e) Any other equipments :
10. Number of portable fire extinguisher with particulars and name of manufactures :
- (a) Soda Acid :
  - (b) Foam :
  - (c) Dry Powder :
  - (d) Any other types :
11. Particulars of communication equipments :
12. Particulars of navigation equipments :
13. Particulars of pollution control devices :
- (a) Sewage treatment and disposal
  - (b) Solid waste processing and disposal
  - (c) Sound Pollution Control
  - (d) Water consumption/day
  - (e) Source of water
14. Plans, Drawings Etc. : As per Rule 6 (4) (b), (c) and (d) of the Rules.

*Signature of Owner.*

FORM No. 4

[See Rule 7(1)]

## INTIMATION OF TIME AND DATE OF SURVEY OF VESSEL

Place :

Date :

From

The Surveyor of Inland Vessel

at.....

To

The Owner/Master of the Inland Vessel

Vessel.....

(Name and Address)

Sir,

*Sub:—*

*Ref:—*(1) I have to acknowledge receipt of your application for survey of the vessel name above under the Inland Vessels Act 1917, (Central Act 1 of 1917) and to state that a Surveyor will proceed on board the vessel at..... O' clock of the..... Day.....20.....

(2) I enclose a list of the requisite preparations for the survey, which shall be made before the day and hour above mentioned.

Yours faithfully,

Surveyor

## THE REQUISITE PREPARATIONS FOR THE SURVEY OF AN INLAND VESSEL.

- (1) Last certificate of survey, if any.
- (2) Master's Certificate.
- (3) Engineer or Engine Driver's Certificate.
- (4) There shall be no obstruction for the free movement of the Surveyor around and inside the vessel.
- (5) The vessel shall be chipped and cleaned internally and externally.
- (6) Proper ladders, safe-lines etc. shall be rigged and kept ready.
- (7) Suitable shock proof lighting arrangements are available.
- (8) A representative having sufficient authority for carrying out and understanding all the instructions shall accompany the Surveyor and remain present during the entire surveying process. He shall also note down the defects pointed out by the surveyor.
- (9) The gauging report of the hull/deck/bulkhead by authorized agents shall be made available. The surveyor has an option to check on the results.
- (10) An anchor and an anchor chain and steering chain and rods shall be laid-down on the floor duly cleaned and kept ready for inspection.
- (11) Crew cabins, service area and sanitary areas shall also be kept cleaned and ready for inspection.



The following guidelines shall be observed for preparing the vessel ready for survey:—

The vessel shall be kept in dry dock or on hard in a suitable dry place conveniently approachable in such condition that;

### 1. HULL

- (a) The keel of the vessel shall be at least 1 m. above the ground;
- (b) There shall be no obstruction for the free movement of the Surveyor around and inside the vessel;
- (c) The vessel shall be chipped and cleaned internally and externally ;
- (d) Proper ladders, safe lines etc. shall be rigged and kept ready suitable shock proof lighting arrangements shall also be made available;
- (e) A representative having sufficient authority for carrying out and understanding all the instructions shall accompany the Surveyor and remain present during the entire surveying process;
- (f) The gauging report of the hull/deck/bulkhead by authorized agents shall be kept ready. The Surveyor has an option to check on the results;
- (g) An anchor and anchor chain and steering chain and rods etc. shall be laid down on the floor duly cleaned and kept ready for inspection;
- (h) The propeller, propeller shaft, propeller shall be removed and kept ready for inspection;
- (i) The sea suction and discharge valve shall be detached from the hull, open out and cleaned and kept ready for inspection;
- (j) Crew Cabins, service area and sanitary areas shall also be kept cleaned and ready for inspection;
- (k) Rudder shall be dismantled and kept ready for inspection.

### 2. MACHINERY

- (a) All main propulsion units shall be striped open and cleaned, gauged and gauging report shall be kept ready for inspection.
- (b) Gear Box shall also be striped open and kept ready for inspection together with suitable gauging.
- (c) All auxiliary machinery such as fire and bilge pumps, generator and alternator and any other types of machinery on board including capstan and windless to be striped and opened and also gauged and kept for inspection.

### 3. LIFE SAVING APPLIANCES/FIRE FIGHTING APPLIANCES/COMMUNICATION AND NAVIGATION EQUIPMENTS, POLLUTION CONTROL DEVICES, LIGHT AND SOUND SIGNALS

#### (1) *Life Saving Appliances*

- (a) Life Jacket as applicable
- (b) Buoyant apparatus
- (c) Life Boat or any other boat together with lowering and hoisting appliances, if any
- (d) Life Buoys and Buoyant Life lines should be cleaned and kept ready for inspection
- (e) Inflatable life raft as applicable

(2) *Fire Fighting Appliances*

- (a) Fire hoses and nozzles
- (b) Fire lines and fire valve
- (c) Portable and fixed fire fighting appliances as applicable
- (d) Quick closing or remote closing valves for fuel oil
- (e) Fuel tanks etc. shall be evacuated, cleaned and kept ready for inspection

(3) *Lights and sound Signals*

- (a) All navigation lights, whistle together with spares shall be kept ready for inspection
- (b) Emergency lighting system if applicable, shall be kept ready for inspection

(4) *Communication Equipments*

All communication equipments such as Very High Frequency Radio Receivers, Telephones, Public address systems, torches, Aldies lamps etc. shall be kept ready for inspection.

(5) *Navigational Equipments*

All relevant Navigational Equipments such as Compasses etc. shall be kept ready for inspection.

(6) *Pollution Control Devices*

All relevant pollution control devices shall be kept ready for inspection.

At the conclusion of preliminary survey or part thereof, the Surveyor shall issue a defect list to the attending representative.

You are also requested to pay towards the survey charges fees mentioned in the Schedule-I on ad hoc basis. Before issuance of the certificate of survey, all the charges must be paid.

You are requested to approach this office on completion of above formalities, for mutually convenient date to conduct the survey.

*Signature of Surveyor*

## DECLARATION OF SURVEY OF INLAND VESSELS

1. Name of Inland Vessel.....

## PARTICULARS OF THE VESSEL

2. Tonnage: Gross Registered Tonnage..... Net Registered Tonnage .....

Length ..... Breadth ..... Depth.....

3. Place and date of building:

4. Name and address of owner:

## HULL

5. Length for identification, (State points of measurements) .....

6. Place and date of the vessel's last examination in dry dock .....

7. Condition of the Hull.....

## MACHINERY

8. Means of propulsion (single or twin screw, side or stern paddle etc.).....

If screw, date on which propeller shaft was last drawn.....

9. Total Horse Power of Main Engine.....

10. Description of engines and date of their construction.....

11. Condition of machinery.....

12. Boats	Length	Breadth	Depth
No. 1	.....	.....	.....
No. 2	.....	.....	.....
No. 3	.....	.....	.....

13. Life-buoys, number and description of those actually on board at the time of survey .....

14. Buoyancy apparatus, number and description .....

15. Anchors Number ..... Weight of each.....

16. Navigation lights:

Number and description.....

17. Fire apparatus

Extinguishers.....

Buckets.....

18. Electrical Generator how driven and where located.....
19. Pollution control devices .....
20. Condition of Equipments:
21. Master and deck crew
- Name of Master.....Class and No. of his license.....
- Name of serang..... Class and No. of his license.....
- No. of other deck crews.....
- Engineers and Engine Room crews.....

22. Passenger Capacity.....

If the vessel is not found fit to carry passengers, or if the owner does not desire passenger certificates, the table below should be crossed with the word NIL in block capitals.

	A	B	C	D	E
<i>Number of Deck passengers on each deck</i>	<i>When plying by night (smooth &amp; partially smooth water)</i>	<i>When plying by day (smooth &amp; partially smooth water) or in canals by night and day</i>	<i>When plying by day on voyages which do not last more than 6 hours (smooth water only)</i>	<i>Second cabin passengers</i>	<i>Saloon passengers</i>

On a between deck, if any

On main deck

On the upper deck or bridge

Total

Total of deck, cabin and Saloon Passengers

#### CONDITIONS OF SERVICE

23. The nature and the quantum of cargo the vessel is fit to carry

24. Limits beyond which the Vessel is not fit to ply.....

(State "Smooth water only" or smooth and Partially smooth water only)

25. TOWING should be prohibited  
may be permitted

26. Time of service, if less than one year, for which the hull, boilers, engines or any of the equipments will be sufficient.

For the period ending on  
the..... day of.....

## DECLARATION BY THE SURVEYOR

27. I hereby declare as follows, viz.,

- (i) That on the ..... day of ..... at .....  
I have inspected the machinery of the vessel named at (1) above, and all the equipments are onboard the same.
- (ii) That the machinery of the said vessel is in accordance with the foregoing descriptions, sufficient for the service intended, and is good/approved condition.
- (iii) That the said machinery will, in my judgment, be sufficient until the ..... day of .....
- (iv) That the equipments are such and in such condition as required by the rules and instructions under the Act I of 1917.
- (v) That I.C. Engine/Bilge/Pumps were examined by me personally and found in satisfactory operating conditions.
- (vi) That the said vessel as regards her machinery is, in my judgment fit to ply as an inland vessel.
- (vii) That the hull of the said vessel is sufficient for the service intended, and is in good/approved conditions.
- (viii) That the hull of the said inland vessel and the equipments will in my judgment, be sufficient until the.....day of.....
- (ix) That the said vessel is, in my judgment, fit to ply as an inland vessel with the number of passengers stated in the space marked (22) in this form, when there is no encumbrance of the space measure for the passenger accommodation, but is not fit to ply with a greater number of passengers.
- (x) That I am satisfied that the fees due have been paid into the treasury.

Dated

This.....day of .....

*Signature of Surveyor*

Form No. 6  
[See Rule 9 (1) ]

## DECLARATION BY SURVEYOR

1. Name and Registration Number of Vessel :
2. Name, address and Telephone No. of Owner :
3. Amount and date of Fee remitted :
4. Length :
- Breadth :
- Depth :
- Tonnage :
5. Hull:
  - (a) Material Used :
  - (b) Is the hull in good condition :
6. Particulars of stability test, time and duration of trial run :
7. Clear Area :
8. Passenger Capacity :
9. Is the Passenger capacity painted on boat visible to passengers :
10. Are protective railings provided wherever necessary :
11. Safety Precautions taken :
  - (a) Sand Box :
  - (b) Fire Extinguishers :
  - (c) Lifebuoys :
  - (d) Life Jacket :
  - (e) Buoyant Apparatus :
12. Arrangements for pollution control:
  - (a) Sewage treatment and disposal :
  - (b) Solid waste processing and disposal :
  - (c) Sound pollution control :
13. Details of Crew with name and License No.:
  - Serang :
  - Driver :
  - Lascar :
14. Is the log book properly maintained :

15. Engine:
- (a) Make and No. of Engine :
- (b) Fuel used :
- (c) Are the fuel tank and fuel lines made of  
good material and properly leak proof :
- (d) Is the Engine room getting overheated  
Are all necessary :
16. Lights provided :
17. Internal height of Cabin :
18. Height of free board :
19. Is the boat and accommodation  
area clean and good :
20. Any repairs renewals or alteration  
needed at the time of inspection :

Certified that I have inspected the Boat..... on  
..... at ..... and found in good condition for issuing fitness  
certificate.

Place:

*Signature of Surveyor*

Date:

*Name & Designation*

Office Seal

FORM No. 7

[See Rule 10]

NOTICE TO OWNER THAT A CERTIFICATE OF SURVEY GRANTED UNDER THE INLAND VESSELS ACT  
IS READY FOR DELIVERY

The ..... day of ..... 20.....

To

The owner / master of the  
.....

Sir,

Sub:—

Ref:—

I hereby give you notice that the certificate of survey of the above inland vessel applied for by..... is ready for delivery, and will be forwarded to you by registered post on payment by you to the local treasury or sub-treasury as the case may be and on production of the treasury chalan of the following sum, viz:—

Forfeiture under section 8(2) of the Inland Vessels Act, 1917, for delay in excess of fourteen days in sending in the declaration being at the rate of Rs..... per day for..... days.

Total.....

Yours faithfully,

*Certifying officer.*

FORM No. 8

[See Rule 11]

## APPLICATION FOR CERTIFICATE OF SURVEY

From

.....  
.....  
.....

(Here enter the name of owner or Master of the vessel)

To

.....  
.....[The designation and address of the officer  
appointed under Section 9(2) of the Act]

Sir,

Sub:— Application for certificate of Survey.

Ref:— Declaration of Survey No..... dated.....

My vessel named ..... has been surveyed on..... and Declaration of Survey as above has been issued on..... I request that the Certificate of Survey may be issued.

Yours faithfully,

*Signature**Name of the Owner*





**Equipments.**—Required by law to be carried and maintained in proper condition and in the positions approved by the Surveyor on this vessel while this certificate remains in force include the following:—

Bilge and Hold pumps.....	Fire Buckets.....	Boats of aggregate capacity
Fire Pumps.....	Fire Sand Boxes.....	of.....cubic feet
Fire Hose.....	Fire Extinguishers.....	

Life buoys and Buoyancy apparatus as below :—

When plying as at A.....	Life buoys; and Buoyancy Apparatus.....
"    at B.....	"    .....
"    at C.....	"    .....

**Exhibition of certificate:** This certificate (or a duplicate signed by the Certifying Officer) must be exhibited in a legible condition, protected by glass where it may be easily read by all persons on board.

**Expiry of certificate:** The vessel must cease to ply on the date given above for the expiry of this certificate (except in so far as may be necessary for her to reach a place of survey if she is not at such a place at that date) until she is again surveyed and granted a fresh certificate.

**Name of vessel:** While this certificate is in force the vessel's name, as printed or otherwise marked in positions approved by the Surveyor, is not to be removed or defaced; and if a change of name is desired, 14 clear days notice is to be given to the Certifying Officer before the change is made.

**Accidents:** After any accident, howsoever caused, occasioning loss of life or any material damage affecting the safety of the vessel either in her hull, machinery or equipments, the master or serang is to report the particulars at the nearest police station; and as soon as possible the owner or master is to report the matter fully in writing signed by him to the surveyor at the nearest declared place or survey.

*Signature.*

FORM No. 10

[See Rule12 ]

## CERTIFICATE OF SURVEY

1. Name of Vessel :
2. Registration Number :
3. Owner's Name and Address :
4. Master's Serang's Name and Address :
5. Year of Built :
6. Area of Operation :
7. Nature of Operation :
8. Extreme inner dimension of the vessel
  - Length :
  - Breadth :
  - Depth :
9. Net Registered Tonnage :
10. Description of Engine :
11. Engine Number and Brake Horse Power :
12. Nature of fuel used :
13. Details of crew required for the vessel
  - Master :
  - Serang :
  - Driver :
  - Lascar :
14. Is the hull of the vessel in good condition and fit for service :
15. Material used for hull :
16. Has the vessel been tested for stability and found safe for passenger service :
17. Details of life saving equipments :
18. Details of fire fighting equipments :
19. Details of pollution control devices :
20. Are all the equipment and facility prescribed under the rules provided on board :
21. Nature of repairs, renewals needed at the time of inspection :
22. Number of passengers which the vessel is licenced to carry
  - Lower Deck :
  - Upper Deck :
  - For Day Cruise :
23. Period for which the certificate shall hold :

*Signature*

Place:

Date:

*Name and Designation*

FORM No. 11

[See Rule 13(2)]

## APPLICATION FOR CHANGE OF NAME OF THE VESSEL

From

.....  
.....

To

The Chief Surveyor of Inland Vessels,  
.....[Designation and address of the officer  
appointed under Section 9(2) of the Act]

Sir,

*Sub.*—Change of name of the vessel.*Ref.*—.....

I, ..... of ..... being the  
owner/master of Inland Vessel ..... (name) bearing No. .... hereby request  
that the name of the vessel may be changed as ..... (here enter the new name). The  
certificate of survey No. .... dated ..... in original is enclosed herewith for making  
the change of name.

Signature

Name of owner/master

*Encl.*—as above.

FORM No. 12

[See Rule 15(1)]

## APPLICATION FOR REGISTRATION

To

The Registering Authority,  
.....

Kerala.

I, ..... of ..... being the Owner/Master of an  
Inland Vessel ..... hereby request that the said vessel be registered at the  
.....

I agree to pay such fees as may be leviable under the Rules. Particulars in respect of the said vessel are as under:

1. Owner's name and address in full :
2. Occupation :
3. Name of Master and his Certificate No. :
4. Name of Registry and No. if previously registered :
5. Hence, when and how the vessel was secured :
6. Kind of vessel, viz., motor, name and address of  
engine makers with horse power, speed and the  
year of make :
7. Name and address of builders with place and  
year of build :
8. Details of Insurance Certificate :

*Encl.*—(a) A statement by the owner that the provisions of the Act and these rules have been complied with;  
(b) A duplicate of the certificate of survey;  
(c) Chalan receipt evidencing payment of such fees as specified in the schedule for the registration of the vessel;  
(d) Copy of the 3<sup>rd</sup> party insurance certificate of the vessel duly attested.

Place:

Date:

Signature of the Owner/ Master  
of the vessel

## DECLARATION OF OWNERSHIP

I, ..... subject of ..... the state of .....  
 ..... residing permanently at/having principal place of business at ..... do hereby  
 declare that ..... (name) was built at .....  
 in the year ..... and was purchased by me on ..... for  
 Rupees ..... and wish to have registered it in my name at the port of  
 ..... and that I am the sole owner of the same. I further declare that the vessel is intended to  
 ply in the port of .....

*Signature of the Owner*

Made and subscribed on the ..... day of ..... 20 ..... by above named ..... in the  
 presence of .....

*Signature of Magistrate/Notary Public/  
 Registering Authority.*

*Note*—The declaration shall be made before a registering Authority, a Magistrate or a Notary Public.

Form No. 13

[See Rule 16(1)]

APPOINTMENT OF DATE AND TIME OF INSPECTION OF THE INLAND VESSEL  
 BY THE REGISTERING AUTHORITY

Place: .....

Date: .....

To  
 The Owner/Master of the Inland Motor Vessel .....  
 ..... (Name and Address) .....

Sir,  
 Sub— .....

Ref— .....

1. I have to acknowledge receipt of your application for Registration of the vessel named above under the Inland Vessel Act, 1917 and to state that I shall proceed onboard the vessel at ..... O'clock ..... of the  
 ..... day of 20 .....

2. You are requested to afford to the Registering Authority all reasonable facilities for the registration of the vessel and all such information respecting the vessel and her machinery or any part thereof and all equipments and articles onboard as he may require for the purpose of the registration.

Yours faithfully,

*Registering Authority*

FORM No. 14

[See Rule 17]

## CERTIFICATE OF REGISTRATION

Official No. ....

No., year and place of Registry.

This is to certify that (registering authority).....of .....has declared that (Owner).....subject of the state of.....and the sole owner of (kind of vessel).....called (Name of vessel).....and that the said.....was built at.....by.....of .....in the year 20..... The said .....had been duly registered at (place).....under the Inland Vessels Act, 1917. Certified under my hand this day of 20.....

Description of Engines :  
 Name and address of makers :  
 When made :  
 No. of sets of Engines :  
 No. of shafts :  
 Total Brake Horse Power :  
 Estimated speed of Inland Vessel :

## Particulars of Vessels of Tonnage

Extreme length :  
 Length :  
 Breadth :  
 Depth :  
 Gross Registered Tonnage :  
 Net Registered Tonnage :  
 No. of Decks :  
 No. of Bulkheads :  
 Build and material :  
 Stern :

Registering Authority,  
 by Port of .....

*Note*—This Certificate of Registration shall be produced for inspection on demand by any authority authorized by the State Government.

1. This certificate shall be surrendered to the Registering Authority if so required by him.
2. While the certificate is in force, the vessel's name and registration mark as painted or otherwise marked in position approved by the Government of Kerala shall not be removed or defaced.
3. In case of any accident occasioning loss of life, or any material damage affecting the river worthiness or efficiency of the vessel, either in the hull or in any part of the machinery, a report by letter, signed by the owner or master of the vessel shall be forwarded to the Registering Authority, Kerala within 24 hours after the happening of the accident, or as soon thereafter as possible.

FORM No. 15

[See Rule 19 (1)]

## BOOK OF REGISTRATION

Name of the Owner .....

Address of the Owner.....

Name of the Vessel.....

Registration Mark.....

## Description of Inland Vessels

1. (a) Gross Registered Tonnage.....
- (b) Net Registered Tonnage.....
2. Particulars of Vessels:
  - (a) Length overall
  - (b) Breadth
  - (c) Depth
  - (d) Make
  - (e) Year of make
  - (f) Hull is of wood, steel etc.
3. Engine:
  - (a) Description
  - (b) Number of set
  - (c) Made by
  - (d) Year of Make & Engine No.
  - (e) Surface, jet of any other
  - (f) No. of cylinder per set
  - (g) R.P.M.
  - (h) B.H.P.
4. Propulsion:
 

Single twin screw, side, quarter of stern paddle, etc.

Revolution per minute

Propeller geared or direct driven

Speed of vessel.
5. Equipments:
  - (a) Boats.....Number.....Size, Length, Breadth, Depth, Capacity in Cubic meter
  - (b) Life Buoys, number and description
  - (c) Buoyancy apparatus number and description
  - (d) Ground Tackle Warps etc.
    - Bow anchor number.....Kg.
    - Kedge anchor number.....Kg.
    - Span anchor number.....Kg.
  - (e) Length, description and size of each cable
  - (f) Warps and Hawsers number, description, size, length each.

- (g) Number of leads.....weights each
- (h) Number of line.....length each
- (i) Fire apparatus
- (i) Pumps and Hose Number.....Type.....  
size.....,where located.....
- (ii) Hose Number.....
- (iii) Buckets Number.....
- (iv) Chemical extinguishers number.....  
Chemical extinguishers Type.....  
Chemical extinguishers Capacity.....  
Chemical extinguishers where located.....
- (j) Pump..... Bilge..... Fire.....  
Hand  
Main Engine  
Independent Engine
6. Electrical number.....Type of Generator.....
7. Engine room crew.....
8. Deck crew.....
9. Passengers.....  
Main deck area for deck (only) passenger  
Upper deck area for deck (only) passenger  
Bridge deck area for deck (only) passenger

*A*  
When plying by night on  
smooth and partially  
smooth water only

*B*  
When plying by day  
on smooth and  
partially smooth  
water only

*C*  
When plying by  
day on Voyage  
which do  
not exceed six  
hours on smooth  
water only

- 1—On a between deck if any  
2—Main deck  
3—Upper deck  
4—Bridge deck

Two children above 5 years and under 12 years of age will be reckoned as one passenger.

Encumbrance—If space measured for passenger is encumbered by cattle, cargo or other article, then one passenger is to be deducted from the foregoing table for each.

65 dm<sup>2</sup> of passenger area encumber when plying as A above

50 dm<sup>2</sup> of passenger area encumber when plying as B above

40 dm<sup>2</sup> of passenger area encumber when plying as C above

10. Towing by the vessel while plying with passenger is prohibited/permitted as follows only.
11. Plying limits.



FORM No. 16

[See Rule 21(1)]

## FORM OF APPEAL

BEFORE THE SECRETARY TO GOVERNMENT, COASTAL SHIPPING AND INLAND NAVIGATION DEPARTMENT

No. \_\_\_\_\_ of \_\_\_\_\_ 20\_\_\_\_

1. Name of the Appellant :
2. Registering Authority passing the original Order :
3. Date of receipt of the original Order :
4. Nature of the order appealed against :  
(specify whether the order is under section 19 F, 19 N or 19 O of the Act) with No. and date of the Order. :
5. Address at which the appellant undertakes to receive the notices. :
6. Address to which the notice may be sent to the respondent. :
7. Relief claimed in the appeal :
8. Grounds of Appeal :
  - (i)
  - (ii)
  - (iii)
  - etc.

(Sd.)

Place:

Date:

*Appellant/Authorized representative*

## Verification

I/We.....the Appellant do hereby declare that what is stated above is true to the best of my/our knowledge, information and belief.

Dated this the.....day of.....

(Sd.)

*Appellant (s)*

(Sd.)

*Authorized representatives if any*

*N.B.*—The appeal shall be presented in duplicate and should be accompanied by two copies (at least one of which should be the original or an attested copy) of the order appealed against.

FORM No. 17

[See Rule 21 (3) (a)]

## NOTICE OF APPEAL

From

The Secretary to Government  
(Coastal Shipping & Inland Navigation Department)  
Government of Kerala.

To

(Here enter the name of Registering Authority)

.....

.....

Sir,

*Sub*— Appeal against cancellation of registration of Inland Vessel.

*Ref*—1. Your Order No. ....

2. Appeal petition filed.....

In forwarding herewith a copy of the petition filed by.....  
against your order No. .... I am to request you to furnish your remarks on or  
before.....

Yours faithfully

The Secretary to Government

Encl: as above

FORM No. 18

[See Rule 22 (2)]

## APPLICATION FOR REGISTRATION OF ALTERATION/ISSUE OF A FRESH CERTIFICATE OF REGISTRATION

Place:.....

Date:.....

To

The Registering Authority

Sir,

*Sub*:*Ref*:

I..... of.....

being the owner of Inland Vessel.....(name) bearing  
No..... hereby report that the following alterations have been carried out on  
the vessel on.....20.....I, therefore, apply for registering the alterations/for the issue of a fresh registration  
certificate. I enclose herewith a duplicate copy of treasury chalan showing the deposit of the necessary fees.  
I also enclose herewith the original certificate of registration.

Encl: as above

Signature of the Owner the Vessel.

Alterations:

[See Rule 25 (1)]

MORTGAGE (TO SECURE PRINCIPAL SUM AND INTEREST) (INDIVIDUAL OR JOINT OWNERS)

Official Number :

Name of the Vessel :

No. date and place of Registry :

Description of the vessel (whether propelled wholly or in part by electricity, steam or other mechanical power) :

Horse power of Engine :

Hull (Length for identification.....)

Equipments:

Boats	Length	Breadth	Depth
No.1	.....	.....	.....
No.2	.....	.....	.....
No.3	.....	.....	.....

Number of Tonnage

Gross Registered Tonnage

Net Registered Tonnage

and as described in more detail in the certificate of survey and book of registry.

(a).....the undersigned (b).....son of.....in consideration of..... this day lent to (c).....by (d)..... do hereby for (e).....and (f)..... heirs, executors or administrators covenant with the said ..... Firstly, that (a) ..... or (f) ..... heirs, executors, or administrators, will pay to the said..... the said sum of..... together with interest thereon at the rate of ..... per cent, per annum on the (g)..... day of..... next ; and secondly, that if the said principal sum is not paid on the said day (a).....or (f)..... heirs, executors of administrators, will during as the same or any part thereof remain unpaid, pay to the said..... interest on the whole or such part thereof as may for the time being remain unpaid, at the rate of ..... per cent per annum, by equal half-yearly payments on the ..... day of ..... and ..... day of ..... in every year; and for better securing to the said the re-payment in manner aforesaid of the said principal sum and interest (a)..... hereby mortgage to the said ..... shares of which (b) the owner in the Inland vessel above particularly described, and in her boats, and appurtenances, lastly, (a) ..... for (e) ..... and (f)..... heirs, executors or administrators covenant with the said..... and his assigns that (a)..... have power to mortgage in manner aforesaid the above mentioned shares, and that the same are free from encumbrances (i).....

In witness where of (a)..... have here unto subscribed (f)..... name ..... and affixed (b)..... seal this ..... day of ..... and Executed by the above named.....

In the presence of (j)

(1) .....

(2) .....

(a) "I" or "We"

(b) Here insert full name and address with description of the mortgager or mortgagers.

(c) " me" or "us"

- (d) Here insert full name and address of mortgager or mortgagee with their description in the case of individuals, and adding "a joint mortgagees" where such is the case.
- (e) "myself" or "ourselves"
- (f) "my" or "our"
- (g) Insert the day fixed for payment of principal as above.
- (h) "I am" or : "we are"
- (i) If any prior encumbrances add, "save as appears by the book of registration of the said vessel"
- (j) Name, address and description of at least two Witnesses.

\* (Space for Signature and Seal)

Mortgage (By Company or Body Corporate) (to secure principal sum and interest)

Official Number	Name of the vessel	Number, date and Place of Registry
-----------------	--------------------	------------------------------------

Description of the vessel (whether propelled wholly or in part by electricity, steam or other mechanical power)	Horse power of Engines
---	------------------------

Hull length for identification.....

Equipments :

Boats	Length	Breadth	Depth
No.1	.....	.....	.....
No.2	.....	.....	.....
No.3	.....	.....	.....

Number of Tonnage

Gross Registered Tonnage

Net Registered Tonnage

and as described in more detail in the certificate of Survey and book of Registry

We, (a)..... in consideration of ..... this day lent to us by (b)..... do hereby for ourselves and our successors covenant with the said ..... and (c)..... assigns firstly, that we or our successors, will pay to the said..... or (c)..... assigns the said sum of ..... together with interest thereon at the rate of ..... per cent, per annum on the (d)..... day of ..... next; and secondly, that of the principal sum is not paid on the said day, we or our successors will, during such time as the same or any part thereof remains unpaid, pay to the said ..... or (c)..... assigns interest on the whole or such part thereof as may for the time being unpaid, at the rate of ..... per cent, per annum, by equal half-yearly payments on the ..... day of ..... and day of ..... in every year; and for better securing the said..... the repayment in manner aforesaid of the said principal sum and interest we hereby mortgage to the said ..... share/shares of which we are the Owners in the vessel above particularly described and in her boats and appurtenances. Lastly, we for ourselves and our successors covenant with the said ..... and (c)..... assigns that we have power to mortgage in manner aforesaid the above mentioned shares and that the same are free from encumbrances.

(e) .....

In witness whereof we have hereunto affixed our common seal this ..... day of ..... and the common seal of the ..... was affixed hereunto in the presence of ..... (description of Witnesses, Directors, Secretary as the case may be)

- (a) Name in full of Company together with its principal place of business.
- (b) Full name, address and description of mortgagee. If joint mortgagees are concerned they shall be described, if the mortgagee is a Company, the full title and address shall be given.
- (c) "his", "their", "its"
- (d) Insert the day fixed for payment of principal as above.
- (e) If any prior encumbrances add, "save as appears by the book of registration of the said vessel."

FORM No. 20

[See Rule 25 (2)]

## TRANSFER OF MORTGAGE

## By Individual or Joint Owners

(a) ..... the within-mentioned ..... son of  
 ..... in consideration of ..... this day paid to (b) .....  
 by ..... hereby transfer to (c) ..... the benefit of the within  
 written security.

In witness whereof (a) ..... have here-un-to subscribed (d)  
 ..... name ..... and affixed (d) ..... Seal this  
 ..... Day of ..... and Executed by the above-named .....  
 in the presence of (c) .....

## (By Company or Body Corporate)

The within-mentioned ..... in consideration of .....  
 ..... this day paid to it by ..... hereby transfer to (c)  
 ..... the benefit of the within-written security.

In witness whereof we have here un to affixed our common seal this  
 ..... day of .....

This common seal of the ..... was affixed in the presence of (Signature and description  
 of at least two witnesses, Directors, Secretary etc. as the case may be.)

*M.B.*—In the case of transfer of mortgage it shall be made by endorsement in the above forms.

- (a) "I" or "we"
- (b) "me or us"
- (c) "him", "them" or "it"
- (d) "my" or "our"
- (e) Name, address and signature of at least two witness.

FORM No. 21

[See Rule 25(3)]

## MEMORANDUM OF DISCHARGE OF MORTGAGE

In case of Mortgage is paid off, a Memorandum of its Discharge one of the following forms must be used.

## By Individual or Joint Owners

Received the sum of ..... in discharge of this within written security, dated  
 at ..... day of ..... 20..... witness(\*)

## By Companies or Body Corporate

Received the sum of ..... in discharge of the within-written security. In witness whereof  
 we have here-un -to affixed our common seal this ..... Day of ..... 20..... at .....

The common seal of the ..... was affixed with presence  
 of ..... (Description and Signature of at least two witnesses ie., Director, Secretary etc.)

(\*)The name and signature of at least two witnesses.

FORM No. 22  
[See Rule 31(2)(c) ]

PROVISIONAL DETENTION ORDER

Inland Vessel..... Official No. ....of..... Port was inspected by the undersigned at.....on..... The vessel is hereby provisionally detained under the power vested under rule.....of Kerala Inland Vessels Rules, 2010 issued under the Inland Vessel Act, 1917. The defects are as per annexure issued along with this Order.

The Vessel is forbidden to ply in Inland waters of Kerala till further orders.

The master/owner have been issued copy of this order together with annexure on..... at.....

OR

The master/owner have refused to accept the Order and the Order is pasted on the vessel on..... in the presence of .....whose signature are appended below.

Signature

Copy with a request for needful action to

- (1) The Surveyor
- (2) The Registering authority
- (3) The Port officer
- (4) The survey Authority in Headquarters.

FORM No. 23

[See Rule 41 (1)]

APPLICATION FOR GRANT OF CERTIFICATE OF COMPETENCY AS SERANG-CUM-DRIVER IN AN INLAND MECHANICALLY PROPELLED VESSEL WITH ENGINE OF LESS THAN 75 BHP

1. Name :
2. Number and date of existing competency certificate if any:  
(Certificate in original to be enclosed)
3. Son/Wife/Daughter of :
4. Permanent address (Proof to be enclosed) :
5. Temporary address/Official address :
6. Duration of stay at the present address :
7. Date of birth (Proof to be enclosed) :
8. Place of Birth :
9. Educational Qualification :
10. Details of Experience :
11. Identification mark(s) :
12. Nationality :
13. Blood Group :

Passport size  
Photograph

Date:

Signature or thumb  
impression of Applicant

Application should be accompanied with documents to prove

- (1) Date of birth.
- (2) Educational qualifications.
- (3) Experience.
- (4) State of health in Form No. 33.
- (5) Address.

CERTIFICATE OF COMPETENCY AS SERANG-CUM-DRIVER TO MAN A VESSEL WITH  
ENGINE OF LESS THAN 75 BHP

No. :

Name :

Son/daughter/wife of :

Permanent Address :

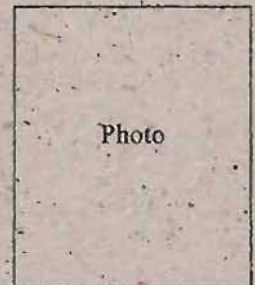
Temporary Address :

Date of Birth :

Height :

Marks of identification (1)

(2)



*Signature or Thumb Impression*

*Note:*—When thumb impressions are taken they should be those of all the five fingers of left hand.

When as it has been reported to me that you have been found duly qualified to fulfill the duties of a Serang-cum-Driver on an Inland mechanically propelled Vessel with engine of less than 75 BHP; I do hereby under the provisions of the rules issued under Kerala Inland Vessels Rules, 2010 grant you the Certificate of competency as a Serang-cum-Driver on an inland mechanically propelled vessel with engine of less than 75 BHP.

Station:

Date:

*Chief Examiner, IWT,*

*Government of Kerala.*

APPLICATION FOR GRANT OF CERTIFICATE OF COMPETENCY AS MASTER/SERANG/ENGINEER/  
ENGINE DRIVER/LASCAR IN AN INLAND MECHANICALLY PROPELLED VESSEL

Passport size  
Photograph

1. Name :
2. Son/wife/daughter of :
3. Permanent address (proof to be enclosed) :
4. Temporary address/Official address :
5. Duration of stay at the present address :
6. Date of birth (proof to be enclosed) :
7. Place of Birth :
8. Educational Qualification :
9. Details of Experience :
10. Identification mark(s) (1) :  
(2) :
12. Nationality :
13. Blood Group :

*Signature or thumb impression of Applicant.*

Date:

Application should be accompanied with documents to prove:

- (1) Date of birth.
- (2) Educational qualifications.
- (3) Experience.
- (4) State of health in Form No. 33
- (5) Address.



FORM No. 26

[See Rule 43 (2)]

CERTIFICATE OF COMPETENCY AS MASTER/ SERANG/ENGINEER/  
ENGINE DRIVER/LASCAR

No. :

Name :

Son/wife/daughter of :

Permanent Address :

Temporary Address :

Date of Birth :

Height :

Marks of identification (1)

(2)

Photograph of  
the certificate  
holder duly  
attested by  
the competent  
authority.

*Signature or Thumb Impression.*

*Note.*—When thumb impressions are taken they should be those of all the five fingers of left hand.

When as it has been reported to me that you have been found duly qualified to fulfil the duties of a Master/Serang/Engine Driver/Lascar on an Inland mechanically propelled Vessel. I do hereby under the provisions of the rules issued under Kerala Inland Vessels Rules, 2010 grant you the Certificate of competency as a First Class Master/Second Class Master/Serang/Engineer/First Class Engine Driver/Second Class Engine Driver/Lascar on an inland mechanically propelled vessel.

Station:

Date:

*Chief Examiner, IWT,  
Government of Kerala.*

APPLICATION FOR GRANT OF CERTIFICATE OF COMPETENCY AS BOAT MASTER/BOAT SERANG/BOAT DRIVER/LASCAR/IN AN INLAND MECHANICALLY PROPELLED VESSEL

Passport size  
Photograph

1. Name :
2. Number and date of existing competency certificate  
(Certificate in original to be enclosed) :
3. Son/wife/daughter of :
4. Permanent address (proof to be enclosed) :
5. Temporary address/Official address :
6. Duration of stay at the present address :
7. Date of birth (proof to be enclosed) :
8. Place of Birth :
9. Educational Qualification :
10. Details of Experience :
11. Identification mark(s) :
12. Nationality :
13. Blood Group :

*Signature or thumb impression  
of Applicant.*

Date:

Application should be accompanied with documents to prove:

- (1) Date of birth.
- (2) Educational qualifications.
- (3) Experience.
- (4) State of health in Form No. 33
- (5) Address.

## CERTIFICATE OF SERVICE AS BOAT MASTER/BOAT SERANG/BOAT DRIVER/LASCAR

No. :

Name :

Son/wife/daughter of :

Permanent Address :

Temporary Address :

Date of Birth :

Height :

Marks of identification :

(1)

(2)




---

*Signature or Thumb Impression.*

*Note*—When thumb impressions are taken they should be those of all the five fingers of left hand.

When as it has been reported to me that you have been found duly qualified to fulfill the duties of a Master/Serang/Engine Driver/Lascar on an Inland mechanically propelled Vessel, I do hereby under the provisions of the Kerala Inland Vessels Rules, 2010, grant you the Certificate of Service as a Master/Serang/Engine Driver/Lascar on an inland mechanically propelled vessel.


Station:

Date:

*Chief Examiner, IWT  
Government of Kerala.*

## Form No. 29

[See Rule 45 (2)]

APPLICATION FOR GRANT OF CERTIFICATE OF SERVICE FOR EX-ARMY/NAVY/COAST GUARD PERSONNEL  
AS MASTER/SERANG/ENGINE DRIVER/LASCAR IN AN INLAND MECHANICALLY PROPELLED VESSEL.

 Passport size  
Photograph

1. Name :
2. No. and date of discharge certificate  
(Certificate in original to be enclosed) :
3. Son/wife/daughter of :
4. Permanent address (proof to be enclosed) :
5. Temporary address/Official address :
6. Duration of stay at the present address :
7. Date of birth (proof to be enclosed) :
8. Place of Birth :
9. Educational Qualification :
10. Details of Experience :
11. Identification mark(s) :
12. Nationality :
13. Blood Group :

Date:

*Signature or thumb impression of Applicant.*

Application should be accompanied with documents to prove:

- (1) Date of birth.
- (2) Educational qualifications.
- (3) Experience.
- (4) State of health in Form No. 33.
- (5) Address.

Form No. 30

[See Rule 45 (4)]

**CERTIFICATE OF SERVICE AS MASTER/SERANG/ENGINE DRIVER/LASCAR FOR EX-ARMY/  
NAVY/COASTGUARD PERSONNEL**

No. :  
 Name :  
 Son/wife/daughter of :  
 Permanent Address :  
 Temporary Address :  
 Date of Birth :  
 Height :

Marks of identification (1)  
 (2)

Passport size  
 Photograph

*Signature or Thumb Impression*

*Note:—When thumb impressions are taken they should be those of all the five fingers of left hand.*

When as it has been reported to me that you have been found duly qualified to fulfill the duties of a Master/ Serang/Engine Driver/Lascar on an Inland mechanically propelled Vessel, I do hereby under the provisions of the rules issued under Kerala Inland Vessels Rules, 2010 grant you the certificate of competency as a First class Master/Second class Master/ Serang/Engineer/First class Engine Driver/Second class Engine Driver/Lascar on an inland mechanically propelled vessel.

Station:  
 Date:

*Chief Examiner, IWT  
 Government of Kerala*

Form No. 31

[See Rule 46 (2)]

APPLICATION FOR GRANT OF CERTIFICATE OF COMPETENCY FOR PERSONNEL HAVING CERTIFICATE  
ISSUED UNDER MERCHANT SHIPPING ACT, 1958 AS MASTER/SERANG/ENGINEER/ENGINE DRIVER IN  
AN INLAND MECHANICALLY PROPELLED VESSEL

1. Name :
2. Number and date of existing certificate :  
(Attested copy of Certificate to be enclosed)
3. Son/Wife/Daughter of :
4. Permanent address (Proof to be enclosed) :
5. Temporary address/Official address :
6. Duration of stay at the present address :
7. Date of birth (Proof to be enclosed) :
8. Place of Birth :
9. Educational Qualification :
10. Details of Experience :
11. Identification mark(s) :
12. Nationality :
13. Blood Group :

Passport size  
Photograph

Date:

*Signature or thumb impression of Applicant*

Application should be accompanied with documents to prove the following:

- (1) Date of birth.
- (2) Educational qualifications.
- (3) Experience.
- (4) State of health in Form No. 33
- (5) Address.

FORM No. 32

[See Rule 46(4)]

CERTIFICATE OF COMPETENCY AS MASTER/SERANG/ ENGINEER/ENGINE DRIVER FOR PERSONNEL  
HAVING CERTIFICATE ISSUED UNDER MERCHANT SHIPPING ACT, 1958

Number :

Name :

Son/wife/daughter of :

Permanent Address :

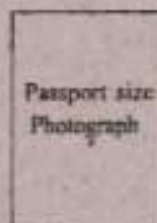
Temporary Address :

Date of Birth :

Height :

Marks of identification (1)

(2)



*Signature or Thumb Impression*

---

*Note:*—When thumb impressions are taken they should be those of all the five fingers of left hand.

When as it has been reported to me that you have been found duly qualified to fulfill the duties of a Master/Serang/Engine Driver on an Inland Mechanically propelled Vessel, I do here by under the provisions of the Kerala Inland Vessels Rules, 2010 grant you the Certificate of Service as a First Class Master/Second Class Master/Serang/Engineer/First Class Engine Driver/Second Class Engine Driver on an inland mechanically propelled vessel.

Station:

Date :

*Chief Examiner, IWT  
Government of Kerala*

## FORM No. 33

## MEDICAL CERTIFICATE

[See Rule 34 to 41 and 52]

(To be filled in by a registered medical practitioner appointed for the purpose by the State Government or person authorized in this behalf by the State Government)

1. Name of applicant :
2. Identification Marks : (1)  
(2)
3. (a) Does the applicant to the best of your judgment suffer from any defect of vision? Yes/No  
If so, has it been corrected by suitable spectacle?
- (b) Can the applicant to the best of your judgment readily distinguish the pigmentary colours, red and green? Yes/No
- (c) In your opinion is he able to distinguish with his eye sight at a distance of 25 meters in good day light? Yes/No
- (d) In your opinion does the applicant suffer from a degree of deafness which would prevent his hearing, the ordinary sound signals? Yes/No
- (e) In the opinion does the applicant suffer from night blindness? Or deformity or loss of number which would interfere with the efficient performance of his duties as a driver? Yes/No  
If so, give your reasons in details:

I certify that I have personally examined the applicant..... I also certify that while examining the applicant I have directed special attention to the distant vision and hearing ability the condition of the arms, legs, head, hand joints of both extremities of the candidate and to the best of my judgment he is medically fit/not fit to hold a driving licence.

The applicant is not medically fit to hold a licence for the following reasons:—



*Signature*

1. Name and designation of the Medical Officer/Practitioner

(Seal)

2. Registration Number of Medical Officer

Date:

*Signature or thumb impression of the Candidate*

Note:—The Medical Officer shall affix his signature over the Photograph affixed in such a manner that part of his signature is upon the photograph and part on the certificate.



ANNEXURE I  
[See Rule 89]

MARKING OF THE WATERWAY

Buoyage and marking of the waterway

(1) Direction of buoyage

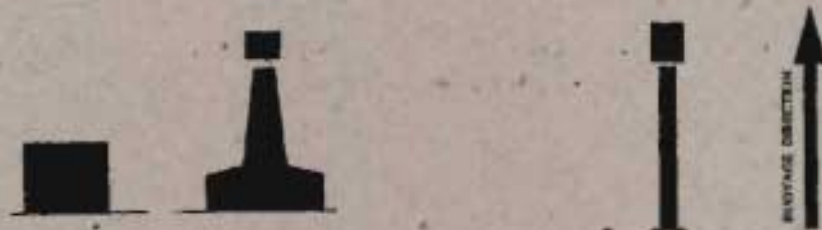
The direction of buoyage shall be defined as follows:

- The general direction taken by the mariner when approaching harbour, river or estuary or waterway from seaward.
- In case of non-tidal rivers the direction against the flow of the river.
- The direction in which the kilometer chainage increases in case of estuary.

(2) Port hand Marks

These marks indicate the left side of the channel.

*By day:* Red Buoys, preferably cylindrical (CAN), or red spars. Red Cylindrical top mark is compulsory on the spars and on the buoys if they are not cylindrical.



*By night:* Rhythmic red lights of any type.

(3) Starboard hand Marks

These marks indicate the right side of the channel.

*By day:* Green buoys, preferably conical, or green spars. A green conical top mark point upward is compulsory on the spars and on the buoys if they are not conical.



*By night:* Rhythmic green lights, of any type.

R = RED                      G = GREEN

(4) Isolated danger Marks

An isolated danger mark is a mark created on, or moored on, or above an isolated danger which has navigable water, all round it.

Description of an isolated danger mark



(a) Top mark: Two black spheres, one above the other.



(b) Colour: Black with one or more broad horizontal red bands.



(c) Shape: Optional, but not conflicting with lateral marks; pillar or spar preferred.

*By Night:* Rhythmic white light - group flashing

R = RED    B = BLACK

## ANNEXURE II

[See Rule 90]

## SIGNS AND SIGNALS

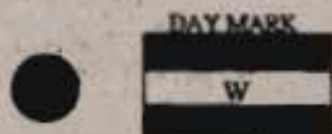
## (1) Day and Night marking

Lights may be provided at night for lighting of the lower parts of a bridge, of the piers of a bridge, of the approaches to a lock, of a section of small canal etc. The lights recommended in this rule shall be visible for a distance of at least 2 kms. and shall be distinct from the surrounding lights.

## Fixed lights

## (1) Single red light

"No passage"



Either to some of the channels or arms of the waterway, or to the whole of the waterway

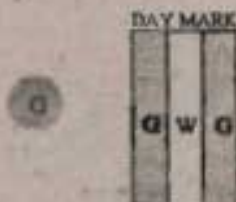
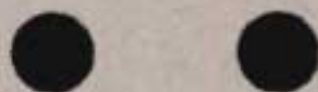
## (2) Red light placed one above the other



Complete and prolonged stoppage of navigation (blockage of waterway bridges or locks out of service)

## (3) Two or more red lights set apart

"No passage" (between the lights)

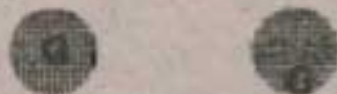


## (4) Single green light

"GO ahead" (the green light is always placed at side of the navigable channel). The use of this signal shall however, be restricted to cases where a single green light is sufficient clearly to indicate the clear passage. In other cases the use of two green lights set apart and indicating the passage is recommended.

## (5) Two green lights set apart

"Go ahead between the Lights"



## (6) Single yellow light, along or between green lights steer

"Go ahead, but look out for traffic coming the other way" Vessels may towards the light, which is placed above the navigable channel.

Y

Y

OR

Proceed with caution.

(7) A red light above a white light



"Do not cause wash"



(8) Not exceed the speed indicated (in Km /hour)



(9) Clearance above water level limit



(10) Width of fairway or channel limit



W - White, R - Red, G - Green, Y - Yellow, B - Black

ANNEXURE III  
[ See Rule 91 ]

## STORM WARNING SIGNALS

1. WARNING: A storm may affect you shortly

Day

Night



2. DANGER: A storm will soon strike you



3. DANGER: The port is threatened by a bore-tide or flash flood sudden rise in water level and strong current expected.



4. GREAT DANGER: A violent storm will soon strike you



## ANNEXURE IV

## SPECIFICATION OF LIFE SAVING APPLIANCES

## 1. Boats

- (a) All boats shall be well designed and of such shape and proportions that they have sufficient stability and freeboard when carrying their full load of persons and equipment. With half the maximum permissible number of persons standing on one side of the boat, they shall have a freeboard of not less than 100 milli metre.
- (b) All boats shall be capable of being lowered into the water with their full load of persons and equipment. They shall be of such strength that they will not suffer permanent deformation if subjected to an overload of 25 per cent.

## 2. Life rafts

- (a) Every life raft shall be fitted with securing brackets.
- (b) Every life raft shall be so constructed as to comprise units containing a volume of air of at least 0.096 m<sup>3</sup> (or equivalent buoyancy devices in the case of rigid life rafts) and have a deck area of at least 0.372 sq.m., for every person it is permitted to carry.
- (c) The life raft shall be so constructed that if it is dropped into the water from the highest dock neither the life raft nor its equipment will be damaged.
- (d) Every rigid life raft shall be constructed as to retain its shape in all weather conditions, on deck and in the water.

## 3. Life jackets

A life jacket shall satisfy the following requirements:

- (a) It shall be properly designed and made of suitable material.
- (b) It shall be capable of supporting a mass of 7.5 kg. in fresh water for 24 hours.
- (c) It shall be capable of keeping the head of an exhausted or unconscious person above water.
- (d) It shall be so designed as to eliminate so far as possible all risk of its being put on incorrectly, however, it shall be capable of being worn inside out.
- (e) It shall be capable of turning the wearer's body, on entering the water to a safe floating position slightly inclined backwards from the vertical.
- (f) It shall withstand the effects of oil and oil products and of temperatures up to 50°C.
- (g) It shall be reflecting orange in colour.
- (h) It shall be easy and quick to put on, and shall fasten securely to the body.
- (i) It shall be fitted with a whistle held in a pocket.
- (j) It shall bear the type, name of manufacturer and the year of manufacturer.

## 4. Life buoys

- (a) Every life buoy shall:
  - (i) be capable of supporting a mass of 14.5 kg. in fresh water for 24 hours.
  - (ii) be made of suitable materials and withstand the effects of oil and oil products and of temperatures up to 50°C.
  - (iii) be reflecting orange in colour.
  - (iv) have a mass of not less than 6.5 kg.
  - (v) have an internal diameter of 0.45 metre + or - 10 per cent.
  - (vi) be encircled with rope which can be grasped.
- (b) At least one life buoy on each side of the vessel shall be fitted with self igniting light and buoyant life line which is not less than 25 meter long and which is firmly secured by a hook.

## 5. Stowage and handling of Life Saving Appliances

- (1) All buoyant apparatus and life buoys shall be so placed as to be capable of floating off the vessel freely.
- (2) Suitable arrangements shall be made for access to the boats and rafts.
- (3) Effective means shall be provided for lighting the life saving appliances and their launching devices.
- (4) The launching devices provided for boats shall be so designed and arranged that the boats can be lowered reliably, quickly and without danger to persons.
- (5) The launching devices, davits, falls, blocks and other gear shall be of such strength that the boats can be safely lowered on either side in unfavorable conditions of list or trim.
- (6) Life saving appliances shall be so stowed that they are easily accessible and can be launched as quickly as possible.

## SCHEDULE I

(See Rule 26)

## TABLE OF SURVEY FEES

Sl. No.	For an Inland mechanically propelled vessel of which the gross registered tonnage	Fees Payable by the owner to the Govt. of Kerala (Rule 27)
(1)	(2)	(3)
1	Does not exceed 10 Tonnes	500
2	Exceed 10 tonnes but does not exceed 20 tonnes	750
3	Exceed 20 tonnes but does not exceed 30 tonnes	1000
4	Exceed 30 tonnes but does not exceed 50 tonnes	1500
5	Exceed 50 tonnes but does not exceed 75 tonnes	2000
6	Exceed 75 tonnes but does not exceed 100 tonnes	2500
7	Exceed 100 tonnes but does not exceed 150 tonnes	3000
8	Exceed 150 tonnes but does not exceed 300 tonnes	5000
9	Exceed 300 tonnes but does not exceed 600 tonnes	8000
10	Exceed 600 tonnes and above	12000

For Special Inspection i.e. first inspection of vessel and inspection conducted after expiry of the validity of last certificate issued for a vessel, double the rate prescribed above.

## SCHEDULE II

(See Rule 26)

## TABLE OF REGISTRATION FEES

1. On initial registration the scale of fees payable will be : @ Rs. 10 per ton subject to a minimum of Rs. 50
2. For registering any vessel which has been registered under the Merchant Shipping Act, 1958 as amended by any subsequent enactment : Rs. 5 per ton subject to a minimum of Rs. 50
3. Registration of any alteration to a Vessel : @ Rs. 5 per ton subject to a minimum of Rs. 50
4. Issue of a duplicate certificate : @ Rs. 50
5. Registration as a result of transfer of registry from any other State : Half the rate indicated in (1) above
6. Registration as a result of transfer of ownership within the same State : Half the rate indicated in (1) above
7. Appeal against the decision of the Registering Authority : The same rate indicated in (1) above. (Not refundable)

## SCHEDULE III

(See Rule 50)

## FEE FOR EXAMINATION

## Fee for examination of a Master, Serang, Engine Driver and Lascar Certificates

(1) Master (1 <sup>st</sup> class/2 <sup>nd</sup> class)	:	Rs. 150
(2) Serang	:	Rs. 100
(3) Engineer/Engine Driver	:	Rs. 100
(4) Lascar	:	Rs. 50

## Fee for certificate of competency

(1) Master (1 <sup>st</sup> class/2 <sup>nd</sup> class)	:	Rs. 300
(2) Serang	:	Rs. 200
(3) Engineer/Engine Driver	:	Rs. 200
(4) Lascar	:	Rs. 100
(5) Serang-cum-Driver	:	Rs. 200

## Fee for certificate of competency without examination (Rule 47)

(1) Master (1 <sup>st</sup> class/2 <sup>nd</sup> class)	:	Rs. 100
(2) Serang	:	Rs. 100
(3) Engineer/Engine Driver	:	Rs. 100
(4) Lascar	:	Rs. 50

## Fee for Certificate of service

(1) Master (1 <sup>st</sup> class/2 <sup>nd</sup> class)	:	Rs. 100
(2) Serang	:	Rs. 100
(3) Engineer/Engine Driver	:	Rs. 100
(4) Lascar	:	Rs. 50

## Fee for renewal of certificates

(1) Master (1 <sup>st</sup> class/2 <sup>nd</sup> class)	:	Rs. 100
(2) Serang	:	Rs. 100
(3) Engineer/Engine Driver	:	Rs. 100
(4) Lascar	:	Rs. 50
(5) Serang-cum-Driver	:	Rs. 100

## Penalty for delay in renewing certificates

For delay of every three months	:	@ Rs. 50
---------------------------------	---	----------

By order of the Governor,

L. RADHAKRISHNAN,  
Principal Secretary to Government.

**Explanatory Note**

(This does not form part of the notification, but is intended to indicate its general purport.)

The Inland Vessels Act, 1917 (Central Act 1 of 1917), enacted mainly for the consolidation of the enactments relating to Inland Vessels. This Act seeks to provide for (a) the survey of inland mechanically propelled vessels, (b) registration of such vessels, (c) credentials for masters and engineers, (d) investigation into casualties, (e) protection of passengers, (f) insurance of inland vessels etc. Many provisions of the Act gives the State Government a wide range of powers to make rules mainly with respect to survey and Registration, inland vessels crew, grant of certificates of competency, fire fighting equipments, life saving appliances, construction of inland vessels and top of it all on safety measures on waterways of inland vessels. The laws in force regulating the mechanically propelled vessels in the State are not adequate to meet the present day demands. Further there is specific direction in the common order of the Hon'ble High Court dated 18-1-2010 in WP (C) s No. 6040/07, 6092/07, 6202/07 and 2818/09 urging the State Government to frame a comprehensive Rules touching the subject of inland vessels within the time limit. Government has therefore, decided to make a comprehensive Rules invoking the powers conferred by section 19 (1), 19 R, 29 (1), 30 A, 52 (1), 53 (1), 54 (1), 54 (b) and 67 (3) of the said Act for the proper and effective implementation of the provisions of the Act.

The Notification is intended to achieve the above object.