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ANDAMAN & NICOBAR ISLANDS INLAND VESSEL RULES' 2026 UNDER INLAND VESSEL ACT, 2021

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CHAPTER I

PRELIMINARY

1. Short Title and Commencement :

- (i) This Rules may be called as Andaman and Nicobar Islands Model Inland Vessel Rules, 2026.
- (ii) They shall come into force on the date of publication of the Notification in the official Gazette of Andaman and Nicobar Administration.

2. Application and scope:

- a) Save as otherwise expressly provided in this rules, the provisions of Chapters I, III, X, XVI and XVIII shall apply to all inland vessels plying within inland waters of India, and—
 - (i) Chapters IV, V, VI, VIII, IX, X, XI, XII, XIII and XIV shall apply to all mechanically propelled vessels registered under the rule, 2026;
 - (ii) Chapters VIII, IX, X, XI, XII and XIII shall apply to vessels registered under such laws in force in India, or registered in such laws in force in any country other than India; but endorsed or recognised under this Act for the purpose of plying within inland waterways;
 - (iii) Chapters IV, V, VI, VII, VIII, IX, X, XI, XII, XIII and XIV shall apply to all vessels identified as special category vessels plying or using inland waterways;
 - (iv) Chapter XVII shall apply to all non-mechanically propelled inland vessels.
- b) Notwithstanding anything contained in sub-section (a), the Central Government or the Andaman and Nicobar Administration, as the case may be, may extend the application of any Chapter or provision of this Act to any class or category of inland vessels, or to any region of inland waters, by notification in the Official Gazette.
- c) These Rules shall apply to inland vessels registered in the Andaman and Nicobar Islands which ordinarily ply on inland waterways of Andaman and Nicobar Islands including Dumb Barges and Pontoons but excluding
 - (i) Vessels registered with fisheries department of Administration.
 - (ii) Vessels of Indian Navy, Coast Guard etc.
 - (iii) Vessels belonging to Forest and Police Boats to the extent of their operational deployment in the waters of the Andaman and Nicobar Islands. These rules shall, however, apply to such vessels, if deployed for other purposes.
 - (iv) Ship registered under the Merchant Shipping Act, 1958 (44 of 1958).
- d) Unless otherwise specified in these Rules, or separately notified by the Central Government, these Rules shall be applicable to inland vessels, which are obligated to be registered under the Inland Vessels Act 2021 or those vessels that are operating in the inland waters of India.
- e) Unless otherwise notified by the Central Government, these Rules shall be applicable to the whole of India.
- f) Special Category Vessels: Requirements pertaining to Special category vessels, as identified under Chapter VII of the Inland Vessel Rule 2026, shall be in accordance with dedicated Rules for such vessels, as may be notified by the Central Government. The following types of vessels, inter alia, will also be considered as special category vessels: Air cushion vehicles; Hydrofoil craft; Sea-planes;
- g) The Andaman and Nicobar Administration may exempt any inland vessel that embodies features of a novel kind from any of the provisions of these Rules, the application of which might seriously impede research into development of such features and their incorporation in vessels:
Provided that, any such vessel shall, however, comply with such requirements that, in the opinion of the Designated Authority, achieve a standard which is equivalent or higher than prescribed by these Rules.

3. General Definitions :

- (i) In these rules, unless the context otherwise requires,--
- a) "**Abandoned**" to intentionally and permanently give up, surrender, leave; desert or relinquish all intent or ownership in the vessel;
 - b) "**Accommodation**" means any space intended for the use of persons normally living on board, or of passengers, and includes the galley, storage space for provisions, toilets and washing facilities, laundry facilities, landings and gangways, but not the wheelhouse;
 - c) "**Act**" means the Inland Vessels Act, 2021(Central Act 1 of 2021);
 - d) "**Administration**" means the Andaman and Nicobar Administration;
 - e) "**Amidships**" means at the middle of the length L;
 - f) "**Approved**" means approved by the Administration;
 - g) "**Approved life-buoy**" shall mean a life-buoy approved by DG (Sh)/IRS/ any member of IACS;
 - h) "**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 Administration;
 - i) "**authorised insurer**" means any insurance company carrying on any class of marine insurance business, which is registered or recognized by the Central Government under any law for the time being in force in India;
 - j) "**bareboat charter**" means an arrangement for the hiring of a vessel without crew, where the charterer is responsible for appointing the crew and making other arrangements;
 - k) "**bareboat charter-cum-demise**" is a bareboat charter where the ownership of the vessel is intended to be transferred after a specified period to the company to which it has been chartered;
 - l) "**BEST**" means Board of Examinations for Sea Farers Trust;
 - m) "**Bulkhead deck**" means the uppermost deck to which transverse watertight bulkheads are carried;
 - n) "**Buoyant apparatus**" means rectangular rafts approved by DG (Sh)/IRS/any member of IACS and fitted with buoyancy tanks/materials sufficient to support the approved number of persons in the water and includes buoyant deck seat;
 - o) "**Cargo-passenger vessel**" means a cargo vessel that is approved by the Administration to carry more than twelve passengers on identified services and that meets safety requirements set out in these Rules for that type of vessel and such other safety requirements specified by the Administration as are deemed necessary to provide a satisfactory level of safety;
 - p) "**Cargo vessel**" means any mechanically propelled inland vessel which is not a passenger vessel;
 - q) "**cargo terminal**" means a place designated for the loading, or unloading, or any other allied processes of such loading or unloading of cargo in a port, jetty, wharf or such other places developed within inland waters for the purpose of loading and unloading of cargo;
 - r) "**casualty**" includes any vessel which—
 - is lost, abandoned, materially damaged;
 - causes loss of material or damage to any other vessel;
 - causes any loss of life or personal injury;
 - causes pollution as a result of or in connection with its operation;

- s) **“central database”** means the centralised record maintained for recording the data and details of—
- vessels;
 - registration of vessels;
 - crew and manning in the vessels;
 - certificates issued in respect of vessels;
 - reception facilities; and
 - such other data,
- to be recorded and maintained in the form of an electronic portal or in such other form and manner as may be prescribed by the Central Government;
- t) **“Certificate of Survey”** means certificate of survey granted under rule 23;
- u) **“Certificate of insurance”** means a certificate issued by an authorised insurer in pursuance of the insurance premium paid by the insured, and includes a cover note complying with such requirements as may be prescribed by the Central Government;
- v) **“Class Survey of Classification Society”** means survey by a ship classification society that is a member of IACS to assign characters and class notations of inland vessel;
- w) **“Classification society”** means an organization that is a member of IACS who is authorised by the Administration to conduct surveys as applicable in these rules;
- x) **“Channel marks”** means any mark capable of being used as an aid to navigation by an inland vessel navigating in an inland waterway. These include coconut piles/bamboo marks, conspicuous building or structure, buoys and beacon;
- y) **“Chief examiner”** means an officer so appointed by the Administration in-charge of syllabus, examination and issue of certificates;
- z) **“Chief surveyor”** means an officer duly appointed by the Administration under these rules;
- aa) **“Company”** means the owner of the vessel or any other organization or person such as the manager who has assumed responsibility for operation of the vessel from the owner of the vessel and who, on assuming such responsibility has agreed to take over all the duties and responsibilities connected with vessel safety and the prevention of pollution;
- bb) **“competent authority”** means the authority referred under these rule 19;
- cc) **“Convoy”** means a group of vessels, floating equipments or rafts towed or pushed by an inland mechanically propelled vessel;
- dd) **“cover note”** includes any note of undertaking issued by the insurer who promises to cover the liability and to indemnify the losses incurred by the insured as provided in the contract of insurance;
- ee) **“court”** means any civil court, revenue court or High Court having jurisdiction over the matters of liabilities and offences as provided in this Act including investigation and inquiry into claims arising out of causalities and accidents within its jurisdiction;
- ff) **“crew”** means personnel employed for operation or serving on an inland vessel other than master or passengers as a part of performing the functions of manning;
- gg) **“dangerous cargo”** means any cargo, which, due to its nature, form or content as a whole or in part, are declared as dangerous or potentially dangerous while carried in on any class or category of inland vessels in inland waters under this Act or any other law for the time being in force;
- hh) **“dangerous goods”** means any goods, which, due to its nature, form or content as a whole or in part, are declared as dangerous or potentially dangerous while carried in on

any class or category of inland vessels in inland waters under this Act or any other law for the time being in force;

- ii) **"DBRAIT"** means Dr. Bheem Rao Ambedkar Institute of Technology;
- jj) **"Decked"** vessel means vessel with a continuous watertight weather deck that extends from stem to stern;
- kk) **"Designated authority"** means the authorities appointed by Andaman and Nicobar Administration;
- ll) **"Design Declaration"** means a format of application backed by vessel's preliminary General Arrangement Plans, Stability Booklet and Preliminary Safety Plans;
- mm) **"Drifting"** means being driven by the current with the engine stopped;
- nn) **"Dumb Barge"** means a vessel that is not fitted with any means of propulsion;
- oo) **"Engine room"** means the space in which the propulsion machinery and auxiliaries are installed;
- pp) **"Existing vessel "** or **"existing inland vessel"** means any inland vessel which is not a new vessel or a new inland vessel.
- qq) **"Ferry boat"** means any vessel providing a transport service across or along a waterway;
- rr) **"Fishing vessel"** means a vessel fitted with mechanical mode of propulsion, which is exclusively engaged in fishing for profit, within inland waters;
- ss) **"Floating equipment"** means any floating structure carrying mechanical installations and intended for work on Inland waters or in ports (e.g. a dredger, elevator, sheer legs or crane);
- tt) **"Floating installation"** means a raft or any other structure, object or assembly capable of navigation not being a vessel or floating equipment
- uu) **"Form"** means form appended to these rules;
- vv) **"Freeboard"** means the distance measured vertically downwards from the lowest point of the upper edge of the weather deck to the waterline in still water or, for an open boat, the distance measured vertically downwards from the lowest point of the gunwale to the waterline
- ww) **"Freeboard deck"** is the uppermost complete deck exposed to weather and waves, which has permanent means of closing all openings in the weather part thereof, and below which all openings in the sides of the vessel are fitted with permanent means of watertight closing

Explanation: In an inland vessel having a discontinuous freeboard deck, the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is taken as the freeboard deck.

- xx) **"G.T."** means gross tonnage;
- yy) **"Goods service vessel"** means any mechanically propelled vessel used or adapted to be used for carriage of cargo for hire or reward;
- zz) **"hazardous chemical"** means any chemical, which has been designated as pollutants under this Act or any other law for the time being in force in India;
- aaa) **"Government"** means the Andaman and Nicobar Administration;
- bbb) **"High-speed vessels"** are vessels capable of reaching speeds over forty kilometres per hour in relation to water.
- ccc) **"inland vessel"** includes any mechanically propelled inland vessel or non-mechanically propelled inland vessel which is registered and plying in inland waters, but does not include—

➤ a fishing vessel registered under the Merchant Shipping Act, 1958 (44 of

1958) or the Marine Products Export Development Authority Act, 1972 (13 of 1972); and

- any vessel that are specified as not to be inland vessels by notification by the Central Government.

Explanation.—For the purposes of this clause, it is clarified that a vessel registered under the Merchant Shipping Act, 1958 (44 of 1958) and plying within the inland waters shall be deemed to be an inland vessel registered under this Act;

- ddd) **“inland waters”**, for the purpose of inland navigation, includes any—
- canal, river, lake or other navigable water inward of baseline or as may be declared by notification in the Official Gazette by the Central Government;
 - tidal water limit, as may be declared by notification in the Official Gazette by the Central Government;
 - national waterways declared by the Central Government; and
 - other waters as may be declared by notification in the Official Gazette by the Central Government;
- eee) **“Length and breadth of a vessel”** means maximum length and breadth of a vessel;
- fff) **“liability”**, wherever used in relation to the death of or bodily injury to any person, includes liability in respect thereof under chapter XI;
- ggg) **“lien”** is a legal right or interest that a creditor has in the inland vessel or any property thereof, retained until a debt or duty is secured, or the performance of some other obligation is satisfied;
- hhh) **“limitation of liability”** means the rate or extent of liability within which the owner or such other persons entitled under this Act, may limit the liability or be permitted to limit or cap the liability arising out of claims, in accordance with the procedure laid down and the rates, as may be specified in this Act or as may be prescribed by the Central Government;
- iii) **“Lock”** means confined section of sea front where level can be changed for raising and lowering boats between adjacent sections by use of gates and sluices;
- jjj) **“load line”** means a water line which is marked on an inland vessel to denote the safe carrying or loading capacity of such vessel;
- kkk) Length or ‘L’ is the maximum length of the hull in metres, excluding rudder
- lll) length of waterline or ‘L_{WL}’ is the length of the hull in metres, measured at the maximum draught;
- mmm) **“Lock basin”** means the approach to the lock narrowing towards the lock from upstream and downstream;
- nnn) **“Margin line”** is a line drawn at least 76mm below the upper surface of the deck from which freeboard is measured;
- ooo) **“master”** includes any person including serang or such other person, who is in command or in charge of any inland vessel, and does not include a pilot or harbour master;
- ppp) **“material fact”** means a fact of such a nature, which determines the judgment of a prudent insurer, in assessing the extent of his liability, premium to be charged, conditions to be specified and such other terms to be entered and incorporated in a policy of insurance governing the relationship with the insured;
- qqq) **“material particular”** means any particular of such a nature, which determines the judgment of a prudent insurer, in assessing the extent of his liability, premium to be charged, conditions to be specified and such other terms to be entered and incorporated in a policy of insurance governing the relationship with the insured;

- rrr) **“mechanically propelled inland vessel”** means—
- any inland vessel in the inland waters which is propelled by mechanical means of propulsion; or
 - floating units, floating surfaces, dumb vessels, barges, rigs, jetties or such other non mechanically propelled inland vessel, which are towed or pushed with the assistance of another mechanically propelled vessel and used for carriage, storage, transportation and accommodation of passengers and cargo in or through inland waters;
- sss) **“Miles”** means nautical miles;
- ttt) **“minimum manning requirement”** means the standard and number of persons required for safe manning and navigation of vessels, as may be prescribed by the Central Government;
- uuu) **“Major conversion or modification”** means any of the following;
- Change in Gross Tonnage of the vessel by more than ten per centum;
 - Change of vessel type;
 - Change of propulsion system/ main engines/ type of fuel;
- vvv) **“Name of the vessel”** includes the registration mentioned under chapter V
- www) **“Navigable channel”** means the channel intended for uninterrupted passage of vessels;
- xxx) **“New inland vessel”** means any inland vessel whose keel is laid or which is at a similar stage of construction or after the date of coming into force of the Rules.
- yyy) **“non-mechanically propelled inland vessel”** means any vessel which is not a mechanically propelled inland vessel;
- zzz) **“notification”** means a notification published in the Gazette of India or the Official Gazette of a State, as the case may be, and the expression “notify” with its grammatical variation and cognate expressions shall be construed accordingly;
- aaaa) **“obnoxious substance”** means any substance, which has been designated as pollutants under this Act or any other law for the time being in force in India;
- bbbb) **“official number”** means the number assigned to any vessel by the Registrar of Inland Vessels or such other person appointed under this Act, to be affixed or displayed on a conspicuous part of such vessel to refer, distinguish and identify one vessel from another;
- cccc) **“oil”** means any edible oil carried on vessel as cargo or persistent oil such as crude oil, heavy diesel oil, lubricating oil and white oil, carried on board of a vessel as cargo or fuel;
- dddd) **“oily mixture”** means a mixture with any oil content;
- eeee) **“Operating Areas”** For the purpose of these Rules where applicable, the inland waters operating area is divided as follows:
- Zone-1: A zone where maximum significant wave height is in between 1.2 to 2.0 metres.
 - Zone-2: A zone where maximum significant wave height is in between 0.6 to 1.2 metres.
 - Zone-3: A zone where maximum significant wave height is in between 0 to 0.6 metre.
 - Zone-4:
 - An area of operation where maximum significant wave height does not exceed 1.2 metres and at any time should be at a maximum distance of 1 NM from shore line.

- A zone of operation for Inland Vessels where maximum significant wave height is between 1.2 to 2 metres and the continuous voyage duration of the vessel between two landing points should not be more than 30 minutes.
- ffff) **“Open vessel/boat”** means a vessel which within its length is:-
- not fitted with a watertight weather deck; or
 - is fitted with a watertight weather deck over part of its length; or
 - is fitted with a watertight weather deck over the whole of its length but the freeboard to the deck does not meet the minimum requirement for freeboard;
- gggg) **“Organization”** means the International Maritime Organization;
- hhhh) **“owner”** means operator, charterer, beneficial owner or registered owner, who is responsible for the activities of the vessel and shall be under obligation to comply with the provisions of this Act in relation to, or in possessing express or implied title under this Act or any other law for the time being in force;
- iiii) **“passenger”** means any person carried on board of a vessel, except persons employed or engaged in any capacity on board of the vessel in connection with the business of the vessel;
- jjjj) **“passenger terminal”** means the terminal designated for the embarking or disembarking of passengers and the permitted cargo, in a port, jetty, wharf or like places;
- kkkk) **“passenger vessel”** means any vessel permitted to carry more than twelve passengers;
- llll) **“pilot”** means a person appointed by the owner of the vessel to assist the master or to steer the vessel in such area of inland water in accordance with the mandatory requirements, as specified in section 83;
- mmmm) **“Pleasure vessel”** means a vessel that is used, or, being a vessel in the course of construction, is intended to be used, wholly for recreational or sporting activities;
- nnnn) **“policy of insurance”** includes - certificate of insurance;
- oooo) **“POB (Persons on board) or complements”** means total number of people to be taken on board. i.e. crew + passengers;
- pppp) **“Pontoon”** means a floating platform without any means of propulsion. It includes only the structures and general machinery installed on it. Specialized equipment, if any, installed on it are to be excluded for the purpose of survey;
- qqqq) **“prescribed”** means prescribed by rules by the Central Government or a State Government, as the case may be;
- rrrr) **“priority of lien”** means the ranking of liens in the order in which they are perfected or recorded in the book of registry maintained at every port or place of registry;
- ssss) **“property”** includes goods carried in the inland vessel, bridges, landing facilities, navigation marks and infrastructure;
- tttt) **“public service vessel”** means any mechanically propelled vessel used or adapted to be used for the carriage of passengers for hire or reward;
- uuuu) **“reciprocating country”** means any country, as may on the basis of reciprocity, specified by notification by the Central Government to be a reciprocating country for the purposes of this Act;
- vvvv) **“recognised organisation”** means any organisation recognised and authorised by the Central Government to perform and execute the functions involved in survey, classification or certification of vessels;

- www) **"Recognized standards"** are standards accepted by the Administration, which may include applicable international or national standards or standards adopted by a classification society;
- xxxx) **"Registering Authority"** means the registering Authority appointed by Administration under this Rule;
- yyyy) **"residual freeboard"** is the vertical clearance available, in the event of the vessel heeling over, between the water level and the upper surface of the deck at the lowest point of the immersed side or, if there is no deck, the lowest point of the upper surface of the fixed vessel's side;
- zzzz) **"Restricted visibility"** means any condition in which visibility is restricted by fog, mist, heavy rainstorms, sandstorms or any other similar causes
- aaaa) **"route"** means a line of travel which specifies the waterway which may be traversed by a mechanically propelled vessel between one terminal and another;
- bbbb) **"Sailing vessel"** means any vessel under sail, without using the propelling machinery;
- cccc) **"Safety Plan"** A plan which shows, the disposition of Life Saving Appliances, Fire Fighting Appliances, Light and Sound Signal System. This plan needs to be approved by the Surveyor/Chief Surveyor/ Registering Authority;
- dddd) **"salvage"** means an act of the salvor in retrieving or saving any property or life in danger due to wreck or accident and includes all expenses incurred by the salvor in the performance of salvage services;
- eeee) **"salvor"** means any person who conducts salvage operations;
- ffff) **"Schedule"** means the schedule appended to these Rules;
- ggggg) **"service provider"** includes any person, who in the capacity of owner or operator of an inland vessel used or plying in inland waters, providing services to any service user for the purposes of transportation, storage or accommodation;
- hhhhh) **"service user"** includes any person who as a passenger or owner of cargo or freight forwarder, uses the services of any inland vessel in the inland waters for transportation, storage or accommodation purposes;
- iiii) **"Short voyage"** means a voyage of 6 hours or lesser duration;
- jjjj) **"sister vessel"** is a vessel built from the same plans;
- kkkkk) **"special category vessel"** means a mechanically propelled inland vessel that is identified under this Act as special by considering its use, purpose, function or utility or the means of propulsion including the fuelling system or source of power for propulsion, such as liquefied natural gas, electrical propulsion, the design, dimensions of construction or areas of operation or such other criteria or standards;
- lllll) **"Standards of Classification Society"** means Standards of the Society as applicable to Inland Vessels;
- mmmmm) **"Stranded"** - Vessel to run ashore or aground;
- nnnnn) **"Survey"** means the survey of a mechanically propelled vessel under the Act or these Rules;
- oooo) **"Surveyor"** means a surveyor appointed by the Administration under the Act or in accordance with these Rules and includes also;
- ppppp) **"Third party"** includes the Administration;
- qqqqq) **"Underway"** means a vessel which is not at anchor or made fast to the shore or aground;
- rrrrr) **"UT"** means the Union Territory of Andaman and Nicobar Islands;

- sssss) **“vessel”** includes every description of water craft used or capable of being used in inland waters, including any ship, boat, sailing vessel, tug, barge or other description of vessel including non-displacement craft, amphibious craft, wing-in-ground craft, ferry, roll on-roll-off vessel, container vessel, tanker vessel, gas carrier or floating unit or dumb vessel used for transportation, storage or accommodation within or through inland waters;
- ttttt) **“Vessel not under command”** means a vessel, which through some exceptional circumstances is unable to manoeuvre as required by these rules and is therefore unable to keep out of the way of another vessel;
- uuuuu) **“Voyage”** includes the plying of a mechanically propelled vessel at or about any place;
- vvvvv) **“Wheelhouse”** means the space in which all the equipment necessary for navigating and controlling the vessel is installed;
- wwwww) **“wreck”** means a state of any vessel, or goods or a part or property of such vessel or carried on the vessel,—
- which have been cast into or have fallen into the inland waters and then sunk and remain under water or remains floating on the surface; or
 - which have sunk in the inland waters, but are attached to a floating object in order that they may be found again; or
 - which are intentionally thrown away or abandoned without hope or intention of recovery; or
 - which by its presence in inland waters, is a hazard or causes impediment to navigation, or adversely affects safety of life or causes pollution.
- xxxxx) **“Wrecked”** The partial or total destruction of a vessel at sea either by storm, collision etc;
- yyyyy) **“Gross Tonnage of a vessel”** is the Gross tonnage calculated as per the International Tonnage Convention, 1969.
- Words and expressions used, but not defined in these Rules, shall have the meaning assigned to them in the Act.

4. Exemptions :

The Administration may exempt from the application of all or part of these Rules:

- a) All defense vessels operating on inland waters are exempt from the application of all or part of these rules.
- b) The Administration may authorize, in respect of navigation on its Inland Waters, exemptions from one or more provisions of these Rules for limited local voyages or in harbour areas provided that it complies with such other requirements that are, in the opinion of the Administration, adequate for the intended voyage. Such exemptions and the voyages or areas to which they apply shall be specified in the vessel's Certificate of Survey.
- c) Where a vessel is exempted, the Administration may require compliance with the provisions of the Rules as far as is practicable and reasonable.

5. Force Majeure:

- a) A vessel which is not subject to the provisions of these Rules at the time of its departure on any voyage shall not be subject to such provisions on account of any deviation from its intended voyage due to stress of weather or any other cause leading to force majeure.
- b) In applying the provision of these Rules, the Administration shall give due consideration to any deviation or delay caused to any vessel owing to stress of weather, or any other cause leading to force majeure.

6. Equivalents :

Where these Rules require that a particular fitting, material, appliance, apparatus or type thereof, shall be fitted or carried in a vessel, or that particular provision shall be made, the DG (Sh)/ IRS/any member of IACS may allow any fitting, material, appliance, apparatus or type thereof to be fitted or carried, or any other provision to be made in that vessel, if it is satisfied by trials thereof or otherwise that such fitting, material, appliance, apparatus or type thereof is at least as effective as that required by these Rules.

7. Standards :

- a) The construction, installation, structural strength, fittings, material, appliances and apparatus unless expressly provided by these Rules, shall be Class/Type approved.
- b) In addition to the requirements and standards referred to in these Rules, other requirements and standards recommended by the other statutory bodies may be applied whenever the Administration considers such requirements and standards to be appropriate.

8. Carriage of passengers :

- a) Inland Vessels shall not carry any passenger unless specifically authorized by the Administration.
- b) The maximum number of passengers carried on board a passenger vessel or a cargo passenger vessel shall not exceed the number identified on the Certificate of Survey.
- c) A notice showing the maximum number of passengers permitted to be carried on specific decks and in specific spaces, calculated in accordance with these Rules, shall be clearly displayed at the access to each such deck and other prominent space.

9. Plans, signs, instruction manuals, name plates and languages :

- a) All name plates, signs, instructions, notices, plans and documents on board vessels, relating to safety and operation of the vessel and its machinery, shall be drawn up in English and Hindi.
- b) All mechanically propelled inland vessels shall carry adequate information including drawings, plans and instruction manuals necessary for their safe operation and safety of life.

10. Casualties and incidents :

In the event of a casualty or incident involving the vessel resulting in loss of life or the vessel being materially damaged, stranded, abandoned or lost, the master or the Company shall act as detailed in Chapter XIII of these Rules.

11. Repairs, Alterations, Modifications of major character :

- a) Repairs, alterations and modifications of a major character and out-fitting related thereto on existing vessels should meet the requirements prescribed for a new vessel to such an extent as the Surveyor/Chief Surveyor deems reasonable and practicable. The Owner shall inform the Registering Authority and Office of Chief Surveyor of the proposed alterations and modifications before such alterations and modifications are carried out. Any alteration should be undertaken only with prior permission from office of Chief Surveyor.
- b) For the purpose of these Rules, the following repairs, alterations and modifications shall be recognized as being of -major character :
 - (i) Any changes that substantially alters the dimensions of the vessel.
 - (ii) Any changes that substantially increases vessel's service life.
 - (iii) Any conversion that alters the functional aspects of the vessel.
 - (iv) Any change in cargo or passenger carrying capacity.

12. Management of safety and environmental protection:

- a) The Company and the master of the vessel shall be responsible for compliance with the applicable provisions of these Rules and for management of the vessel so as to achieve safety in operation and protection of the environment.
- b) The Company and the master of the vessel shall comply with the requirements of the Administration in relation to the management of safe operation and environmental protection.

13. Vessel identification :

The Registration Mark assigned by the registering authority under rule 72 be entered on the Certificate of Survey and also displayed conspicuously as per requirements of these Rules.

14. Official log book:

- a) The master and engineer/engine driver of the vessel shall keep an official log book in the form specified in these rules in Form No. 8 and shall make, or cause to be made, such entries in that log book as required.
- b) An entry in an official log book shall be made by the Master, Engineer Driver or Officer-in-Charge of the inland vessel:
 - a) as soon as possible after the occurrence to which it relates; and
 - b) the date and time of the occurrence and the entry.
- c) An entry in the official fog book shall be made by the Master or the Officer-in-Charge and countersigned by the Competent Authority carrying out any inspection of the vessel stating the outcome of the inspection and action taken, if any.

15. Inland Vessel State Inspection:

- a) Every vessel when in a port is subject to inspection by officers duly authorized by **Registering Authority** in so far as this inspection is directed towards verifying that the certificates issued under Chapter IV are valid.
- b) Such certificates, if valid, shall be accepted unless there are clear grounds for believing that the condition of the vessel or of its equipment does not correspond substantially with the particulars of any of the certificates or that the vessel is not seaworthy.
- c) In the circumstances specified in rule 14 (b) or where a certificate has expired or ceased to be valid, the officer carrying out the inspection shall take steps to ensure that the vessel shall not leave the port unless it can proceed to the next port of call, or leave the port for the purpose of proceeding to an appropriate repair yard, without danger to the vessel or persons on board.
- d) The officer carrying out the inspection shall make an entry in the Official log book stated in rule 14 above.

CHAPTER II

DECLARATION OF INLAND WATER AREA INTO ZONES

16. Declaration of inland water area into Zones.—

- a) The Andaman and Nicobar Administration may, for the purposes of this Act, declare by notification any inland water area to be a “Zone” depending on the maximum significant wave height criteria specified in sub-section (b).
- b) For the purposes of sub-section (a), the Andaman and Nicobar Administration may classify the maximum significant wave height criteria into the following Zones, namely:—

(i) Zone 1 refers to the area (other than Zone 2 or Zone 3) where the maximum significant wave height does not exceed 2.0 metres; (Significant Wave Height 1.2 to 2 mtrs.)

(a) Temple Sound.

In fair weather season (1st December to 30th April) an area bounded by a line joining the following:

- Surarloaf R K position 02°N, 92° 50' 24" E
- Position 13° 24' 16" N
- West coast of Point Island .
- Position 13° 25' 00" N 92° 49' 18" E
- Position 13° 26' 03" N 92° 49' 54" E on Paget Island
- North coast of Paget Island
- Bluff point position 13° 16' N 92° 05' 51" E

(b) Port Mout

North and. Westward of a line joining Palmer Point, Fredrick Point and a point in position 11° 35' 34" N 92° 37' 00" E in fair season (1st December to 30th April) only.

(c) Port Blair

All waters Westward of a line drawn from North Point to a position 11° 40' 4T N 92° 46' 03" E on Ross Island-thence along the East Coast of Ross Island to South Point in Lat. 11 o 39' 50" N and Long. 92° 45' 30" E all the year round.

(d) Steward Sound: The area specified by.

- Southward of line drawn from Cadell Point to Monkhouse Point and thence to a point in position 12° 59' 06" N 92° 56' 36" E in foul weather season (1st May to 30th November).
- Area North and Westward of a line joining Ave Island to Michell Point on Sound Island thence along East Coast of Island to Simpson Point.

(e) Nancowry Harbour

In BERESFORD channel northward of a line joining Reid Point to Marrel Point to up to the parallel of 8.05' N all the year round.

(ii) Zone 2 refers to the area (other than Zone 3) where the maximum significant wave height does not exceed 1.2 metres; and (Significant Wave Height 0.6 to 1.2 mtrs)

(a) Port Anson

Area to the Eastward of a line joining the following:

- 12° 14' 18" N 92° 41' 50" E on South Andaman Island.
- 12 15' 22" N 92° 41' 57 E off Bluff Island
- 12° 13' 22" N 92° 42' 23" E on Spike Point
- West coast of Spike Island to Breaker Point
- Andaman or Middle Straits bounded on the east by a line drawn from Dorrington Point in position 12° 02' 43" N 92° 47' 6" E to a point in position 12° 04' 44" N 92° 47' 44" E all the year round.

(b) Port Mout

Eastward of a line joining Andremede Point and Perseus Point all the year round.

(c) Port Blair

Harbour Area and creeks westward of a line joining Perseverance Point and Atlanta Point Beacon, all the year round.

(d) Kotara Anchorage –

Westward of a line joining Crawley Point to a point in a position 11° 57' 56" N 92° 45' 51" E on KYD Island all the year round.

(e) Port Meadows Westward of a line joining Edge Point and to a point in position 12° 00' 34" N 92° 46' 06" E all the year round.

(f) Elphinstone Harbour.

All waters including tidal water Northward of line joining (A)-(B) and Westward of the line drawn from co-ordinates (C)-(D), (E)-(F) & (F)-(G) cover the IV limit of Elphinstone Harbour and Rangat Port ares.

Explanation: In the Elphinstone Harbour and Rangat Port areas, the significant wave height is in the range of 0.0 to 0.6 Mtrs for the fair Wx as well as the foul Wx season within the co-ordinates mentioned, which could be seen from fig 12 & 18 of the Report of INCOIS dated 07/09/2011. During the month of Nov & Dec. a small patch touching the wave height of 0.6-1.2 Mtrs in Northern part of the proposed IV Limit.

(Strait Island, North Passage Island, Cole Brooks Passage, Mills Passage, Homfrey Strait, Baratang, Kadamtala, Uttara, Yerrata, Gandhi Ghat, Nilambur, Long Island and upto Rangat port.)

All passages, Straits and Back waters enclosed by a line joining will cover inland waters throughout the year.

(i) Coxon point to John's point (Rangat Bay)

(ii) Line joining a point in position Lat 12 deg 24.25"N Long 92 deg 55.00"E and a point in position Lat 12 deg 24.00" Long 92 deg 55.05"E.

Cape smith to cape Portman and on the south by a line from Dutt point to Cole Broke and thence along the southern shores of Cole Broke and thence to Cape Hart.

(g) Steward Sound

- Bacon Bay westward of a line joining Takla Oyster Point and Brown Point all the year round.
- Northward of line drawn from Cadell Point to Monkhouse Point and thence to appoint in position 12° 59' 06" N 92° 56' 36" E in fair weather season (1st December to 30th April)

(h) Port Cornwallis

Westward of a line joining Dundas Point and Ross Island all the year round.

(i) Nancowry Harbour

Eastward of a line joing Burleigh Rock to Reef Point and Westward of a line joining Naval Point and Mayo Point all the year round.

- (j) Expedition Harbour
Eastward of a line joining Satellite Point and Cave Point all the year round.
- (k) Hutbay :

All water including tidal waters westward of line drawn from position (A) to (B) cover the IV limit of Hut Bay.

Explanation : In the Hut Bay Port area, the wave height is in the range of 0.6 to 1.2 Mtrs in the area enclosed by the line A B, both the fair Wx and Foul Wx seasons Except in the month of Jun & Jul where the Significant height is 1.2 to 2 Mtrs.

- (i) All waters including tidal waters west ward of lines drawn from position 10 deg 34.48"N 92 deg 34.20"E and 10deg 39.15"N 92 deg 34.54"E covers inland waters. During South West monsoon only.
- (ii) All water including tidal waters South East of line joining points will (cover inland waters throughout the year.
 - (a) 10 deg 35.45"N 92 deg 33.47"E
 - (b) 10 deg 35.18"N 92 deg 33.26"E

(l) CAR NICOBAR (MUS AND MALACCA)

MUS:- All water including tidal waters South East ward of line joining (A) – (B) cover the IV Limit of Mus, Carnicobar.

Explanation : Mus, Carnicobar Port area is mainly having significant wave height in range of 0 to 0.6 Mtrs. Except in the southern part of the Port where the wave heights go up to as foul Wx.

- (i) Lapathy Anchorage (during Southwest monsoon only). All waters enclosed from Keating point to a point in position Lat 09 deg 15.4"N and Long 92 deg 47.6"E and thence to a point 09 deg 14.5"N 92 deg 48.6"E and Piggry point
- (ii) Tee top anchorage (during North East monsoon only). An area enclosed by a line joining from Keating point to a point position Lat 09 deg 12.58"N Long 92 deg 45.23"E.
- (iii) Mus Break water (all weather port)
A line joining from Breakwater head in position Lat 9 deg 14.34"N Long 92 deg 46.41"E to a point in position Lat 09 deg 14.36"N Long 92 deg 46.41"E will Cover inland water throughout the year.

MALACCA:- All water including tidal waters of line joining the co-ordinates (A), (B), (C) & (D) in sequence cover the IV Limit of Malacca.

Explanation : During fair Wx. Season the Malacca area marked is dominated by wave height in the range of 0.6 to 1.2 Mtrs., except for a small patch having wave height in the range of 1.2 to 2 Mtrs. During foul Wx. Season the Port area is dominated by wave with Significant Wave Height of 1.2 to 2 Mtrs

(m) **JOLLY BUOY**(a) **1st Jan to 30th Apr & 1st Oct to 31st Dec.**

Latitude	Longitude
A) 11°27.400 N	092°36.8 E
B) 11°31.00 N	092°33.8 E
C) 11°33.200 N	092°31.900 E
D) 11°36.400 N	092°36.400 E
E) 11°41.500 N	092°33.900 E
F) 11°26.00 N	092°41.2 E
G) 11°28.6 N	092°42.8 E

(n) **CAMPBELL BAY**(a) **1st Jan to 30th Apr & 1st Sep to 31st Dec.**

Latitude	Longitude
A) 06°57.35 N	093°56.680 E
B) 06°57.350 N	093°57.180 E
C) 07°00.000 N	093°58.25 E
D) 07°00.000 N	093°56.830 E

(iii) **Zone 3 refers to the area where the maximum significant wave height does not exceed 0.6 metres**

(a) Port Anson

Area to the Eastward of a line joining the following:

- 12° 14' 18" N 92° 41' 50" E on South Andaman Island.
- 12° 15' 22" N 92° 41' 57" E off Bluff Island
- 12° 13' 22" N 92° 42' 23" E on Spike Point
- West coast of Spike Island to Breaker Point.
- Andaman or Middle Straits bounded on the east by a line drawn from Dorrington Point in position 12° 02' 43" N 92° 47' 6" E to a point in position 12° 04' 44" N 92° 47' 44" E all the year round.

(b) Port Mout

Eastward of a line joining Andremede Point and Perseus Point all the year round.

(c) Port Blair

Harbour Area and creeks westward of a line joining Perseverance Point and Atlanta Point Beacon, all the year round.

(d) Kotara Anchorage

Westward of a line joining Crawley Point to a point in a position 11° 57' 56" N 92° 45' 51" E on KYD Island all the year round.

(e) Port Meadows

Westward of a line joining Edge Point and to a point in position 12° 00' 34" N 92° 46' 06" E all the year round.

(f) Elphinstone Harbour

All waters including tidal water Northward of line joining (A)-(B) and Westward of the line drawn from co-ordinates (C)-(D), (E)-(F) & (F)-(G) cover the IV limit of Elphinstone Harbour and Rangat Port areas.

Explanation: In the Elphinstone Harbour and Rangat Port areas, the significant wave height is in the range of 0.0 to 0.6 Mtrs for the fair Wx as well as the foul Wx season within the co-ordinates mentioned, which could be seen from fig 12 & 18 of the Report of INCOIS dated

07/09/2011. During the month of Nov & Dec. a small patch touching the wave height of 0.6-1.2 Mtrs in Northern part of the proposed IV Limit.

(Strait Island, North Passage Island, Cole Brooks Passage, Mills Passage, Homfrey Strait, Baratang, Kadamtala, Uttara, Yerrata, Gandhi Ghat, Nilambur, Long Island and upto Rangat port.)

All passages, Straits and Back waters enclosed by a line joining will cover inland waters throughout the year.

(iii) Coxon point to John's point (Rangat Bay)

(iv) Line joining a point in position Lat 12 deg 24.25"N Long 92 deg 55.00"E and a point in position Lat 12 deg 24.00" Long 92 deg 55.05"E.

Cape smith to cape Portman and on the south by a line from Dutt point to Cole Broke and thence along the southern shores of Cole Broke and thence to Cape Hart.

(g) Steward Sound

- Bacon Bay westward of a line joining Takla Oyster Point and Brown Point all the year round.
- Northward of line drawn from Cadell Point to Monkhouse Point and thence to appoint in position 12° 59' 06" N 92° 56' 36" E in fair weather season (1st December to 30th April).

(h) Port Cornwallis

Westward of a line joining Dundas Point and Ross Island all the year round.

(i) Nancowry Harbour

Eastward of a line joining Burleigh Rock to Reef Point and Westward of a line joining Naval Point and Mayo Point all the year round.

(j) Expedition Harbour

Eastward of a line joining Satellite Point and Cave Point all the year round.

(iv) **Zone-4:**

- a) An area of operation where maximum significant wave height does not exceed 1.2 metres and at any time should be at a maximum distance of 1 NM from shore line.
- b) A zone of operation for Inland Vessels where maximum significant wave height is between 1.2 to 2 metres and the continuous voyage duration of the vessel between two landing points should not be more than 30 minutes.

17. All movements of OBM driven FRP Boats shall be restricted to fair weather in calm and settled sea conditions and in day light hours only.

CHAPTER III

ADMINISTRATIVE PROVISIONS

18. Administrative role of Central Government and Andaman and Nicobar Administrations—

- a) The Central Government may, by general or special order, direct that any power, authority or jurisdiction exercisable by it under, or in relation to any such provision of this Act, or the rules made there under, or as may be specified in the order allocating the duties, shall, subject to such conditions and restrictions as may be so specified, also be exercisable by the competent authority or by such other officer as may be specified in that order.
- b) On and from the date of issue of notifications or rules made by the Central Government under the provisions of this Act, the provisions shall,—
 - (i) uniformly apply in whole or in any part of India, as may be specified therein; and
 - (ii) prevail over such notifications or rules, as the case may be, issued or made by the Andaman and Nicobar Administration.
- c) The Andaman and Nicobar Administration may, by notification, appoint one or more designated authorities within their respective jurisdiction for the purposes of exercising or discharging the powers, authority or duties conferred, by or under this Act and the rules made thereunder.
- d) Notwithstanding anything contained in sub-section (a) and section 19, the existing administrative authorities constituted under Andaman and Nicobar Administration or Union territory Administrations may continue to be the designated authorities for the purposes of sub-section (c).
- e) The Andaman and Nicobar Administration may, for the purposes of implementing the various provisions of this Act and the rules made thereunder, by general or special order, direct that any power or authority conferred under this Act, subject to such conditions and restrictions as it may think fit, be exercised or discharged by the respective designated authorities or any officer or any other organisation or body.
- f) Save as otherwise provided in this Act, the Andaman and Nicobar Administration shall have the power to make rules and shall exercise the powers conferred on it, as provided by or under this Act.
- g) Notwithstanding anything to the contrary in this Act, for the purposes of administration of the non-mechanically propelled inland vessels, as specified in Chapter XVII, the Inland Vessel Act, 2021 shall have no powers of administration and shall only provide assistance to the Andaman and Nicobar Administration, on receipt of official request from such Andaman and Nicobar Administration.

19. Competent authority.—

The Inland Waterways Authority of India, constituted under section 3 of the Inland Waterways Authority of India Act, 1985 (82 of 1985) shall be the competent authority for the purpose of exercising or discharging the powers, authority or duties conferred, by or under this Act.

20. Designated Authority.---

The State Government may, by notification appoint one or more designated authorities within their respective jurisdiction as per Inland Vessel Act 2021, Chapter – I (n), Chapter – III, Sec 5(3)

- a) The appointment should be based on the required marine background and qualifications to ensure that the designated authority has the necessary experience in maritime operations. As per the Recruitment Rules of the A&N Administration, the Harbour Master possesses the

requisite qualifications and experience in the maritime field. The regular Harbour Master of the Port Management Board of Administration will serve as the Designated Authority.

21. Registrar

Appoint Registrar of Inland Vessels at the said ports or places of registry, who shall be deemed to be a public servant within the meaning of section 21 of the Indian Penal Code as per Inland Vessel Act 2021, Chapter – V, Sec 20 (1)(b) in Registration and other Technical Issues Rules'2022

- a) The duties of Registering Authority will be exercised by the **Deputy Commissioner** of their respective Districts of the Administration for all Inland Vessels registered under their jurisdiction and plying in the Inland waters declared in the areas under their jurisdiction.

22. Chief Examiner

The State Government may appoint Chief Examiners, in accordance with the criteria and qualification, as shall be prescribed in the section 36, Chapter 6 of Inland Vessel Act 2021 and Rule No. 5 in Inland Vessel Manning Rules, 2022.

- a) As per the Qualification and Experience laid down under the Manning Notified Rules' 2022, Point Number 5 and being the statutory post, The regular **Harbour Master** of the Port Management Board of Administration will serve as the the Chief Examiner.

23. I V Chief Surveyor

The State Government may appoint I V Chief Surveyor, in accordance with the criteria and qualification, as shall be prescribed in the Section 10(2), Chapter IV of Inland Vessel Act 2021, and Rule No. 24 in Inland Vessel Survey and Certification Rules, 2022.

24. I V Surveyor

The State Government may appoint I V Surveyor, in accordance with the criteria and qualification, as shall be prescribed in the Section 10(2), Chapter IV of Inland Vessel Act 2021, and Rule No. 23 in Inland Vessel Survey and Certification Rules, 2022.

25. Pilot

The State Government may, by notification, specify the requirement of pilotage in whole or part or any stretch of designated inland waterways or such passages that lie within the respective territory of such State Governments.

- a) Every Master of any mechanically propelled inland vessel, who possesses a Master's certificate granted under the Inland Vessel Act, 2021 and in force, shall, in ports to which section 31 of the Indian Port Act, 1908 has been extended, be deemed, for the purposes of that section, to be the pilot of the mechanically propelled inland vessel of which he is in-charge.

CHAPTER IV

Survey of Inland Vessel and Certification

26. Definitions.-

- a) In these rules, unless the context otherwise requires,--
 - (i) “Act” means the Inland Vessels Act, 2021(24 of 2021);
 - (ii) “existing vessel” or “existing inland vessel” means any inland vessel which is not any new inland vessel that falls within the definition of new inland vessel;
 - (iii) “new inland vessel” means any inland vessel whose keel is laid or which is at a similar stage of construction on or after the date of coming into force of the rules; and
 - (iv) “major conversion or modification” means any of the following-
 - change in Gross Tonnage of the vessel by more than ten per cent;
 - change of vessel type; and
 - change of propulsion system or main engines or type of fuel.
- b) Words and expressions used and not defined in these rules but defined in the Act shall have the meanings respectively assigned to them in the Act.

27. Declaration of Inland Water Area- Zones.-

- a) The Andaman and Nicobar Administration may categorize inland water areas, based on the maximum significant wave height criteria, as Zone 1, Zone 2 and Zone 3, as follows :-
 - (i) Zone 1 means an area where the maximum significant wave height does not exceed 2.0 metres;
 - (ii) Zone 2 means an area where the maximum significant wave height does not exceed 1.2 metres; and
 - (iii) Zone 3 means an area where the maximum significant wave height does not exceed 0.6 metres.
 - (iv) Zone-4:
 - An area of operation where maximum significant wave height does not exceed 1.2 metres and at any time should be at a maximum distance of 1 NM from shore line.
 - A zone of operation for Inland. Vessels where maximum significant wave height is between 1.2 to 2 metres and the continuous voyage duration of the vessel between two landing points should not be more than 30 minutes.
- b) Vessels shall therefore be designed, constructed and maintained for service in the most onerous zone that it intends to operate in.

28. Survey of vessels.—

- a) The standard for type and periodicity of surveys for every mechanically propelled inland vessel shall be such as may be prescribed in the Inland Vessel Act, 2021.
- b) The owner, operator, master or construction yard or any other applicant, as the case may be, shall submit a request for survey in such form and content as may be prescribed in the Inland Vessel Act, 2021.

29. Grant of certificate of Survey.-

- (a) The application to be submitted under sub-section (1) of section 9 of the Act for issuance of certificate of survey shall be in Form No. 1 appended to these rules and the relevant details shall be furnished in Form No. 7 appended to these rules.
- (b) The certificate of survey shall specify that the inland vessel is fit for a particular Zone of operation.
- (c) An inland mechanically propelled vessel shall not proceed on any voyage or be used for any service unless she has a valid certificate of survey for the type of service and for the zone intended for operation.

- (d) The Certificate of Survey shall remain valid for a period of 5 years, subject to the conditions specified by the Designated Authority, including the completion of periodical surveys as specified in these rules.
- (e) The Designated Authority may allow a mechanically propelled vessel to proceed on a voyage during the interval between the date on which her certificate of survey expires and the earliest possible date of renewal.
- (f) Nothing in this rule shall apply to any mechanically propelled vessel proceeding on a voyage during the interval between the time at which her certificate of survey expires and the time at which it is first practicable to have the certificate renewed.
- (g) Such vessels are however permitted to proceed on a voyage subject to the condition that the vessel does not carry any cargo/passenger on board and with prior permission of Chief Surveyor of Inland Vessel.
- (h) On completion of survey of a mechanically propelled inland vessel, the surveyor shall forthwith issue the applicant, a declaration of survey, valid for such period and in such form, as may be prescribed in the Inland Vessel Act, 2021.
- (i) The Andaman and Nicobar Administration shall, if satisfied that all the provisions of this Act have been complied with in respect of a declaration submitted under sub-section (h), and on receipt of payment of fee, as may be prescribed by the Andaman and Nicobar Administration, issue a certificate of survey to the applicant.
- (j) A certificate of survey granted under this section shall be in such form as may be prescribed in the Inland Vessel Act, 2021 and shall contain a statement to the effect that all the provisions of this Act with respect to the survey of the mechanically propelled inland vessel and the declaration of surveyor have been complied with, and shall set forth such particulars or such other terms and conditions, as may be prescribed in the Inland Vessel Act, 2021.
- (k) The Andaman and Nicobar Administration may, by notification in the Official Gazette, delegate all or any of the functions assigned to it by the Central Government under this section:

Provided that no delegation shall be made to authorise the grant of a certificate of survey by the surveyor, who made the declaration of survey under sub-section (i).

30. Certification of compliance with design, construction, modification or alteration to be recorded.-

- (a) The designated authorities or authorised persons shall ensure that the inland vessels are in compliance with the Inland Vessels (Design and Construction) Rules, 2022.
- (b) Designated authorities or authorised persons shall ensure that the inland vessels, which are constructed and employed in the inland waters prior to the enactment of the Act are in compliance with the laws and standards that were prevailing prior to the enactment of the Act:
Provided that designated authorities or authorised persons shall ensure that the existing vessels which have undergone major conversion or modification shall comply with the Inland vessels (Design and Construction) Rules, 2022 as far as it is considered reasonable and practicable by the Designated Authority.
- (c) Subject to sub-rule (a) and (b), the designated authority or authorised persons of Andaman and Nicobar Administration shall record the certification with regard to compliance of construction, design, modification or alteration, as the case may be; in the certificate of survey issued under the Act and in accordance with these rules.
- (d) A vessel may be surveyed by the surveyors of the Designated Authority of the State in which it is plying at the time of survey though it may be registered at other place.
- (e) No person shall construct any mechanically propelled inland vessel, or alter or modify any mechanically propelled inland vessel so as to affect its strength, stability or safety, except with prior approval of the designated authority, in such manner as may be prescribed in the Inland Vessel Act, 2021.
- (f) The list of alterations or modifications referred to in sub-section (e), which would affect the strength, stability or safety of any mechanically propelled inland vessel, and the criteria therefore, shall be such as may be specified in the Inland Vessel Act, 2021 by notification.

31. Categorization of Vessels:

For the purpose of survey, inland vessels may be classified into two categories as follows:-

- (i) Category A: All Inland Vessels constructed for operating in Zone 1 and whose continuous voyage duration of the vessel between two landing points should not be more than 30 minutes. Such vessels are to be built and maintained under the survey of classification society who is a member of IACS.
- (ii) Category B: All Inland Vessels other than Category A. All OBM driven FRP Boats, Dumb barges and pontoons shall fall under this category. Such vessels are to be built under the survey of classification society who is a member of IACS and maintained through periodical surveys under the authority of Surveyors appointed under rule 36.
- (iii) Category C :Vessels are of less than 10 metres in length

32. Classification of Inland Vessels.-

For the purpose of these rules, Inland vessels shall be classified as follows: -

- a) The vessels which fall in Category- A are decked vessels of any of the following types-
 - (i) vessels, other than house boats, that are more than 24 metres in length and houseboats of more than 30 metres in length;
 - (ii) vessels that carry more than 50 passengers on board;
 - (iii) all vessels equipped for towing other vessels, having a bollard pull capacity exceeding 10 tonnes;
 - (iv) vessels designed and constructed to carry petroleum goods, chemicals or liquefied gases bulk as cargo;
 - (v) vessels carrying dangerous goods as defined in the Act; and
 - (vi) vessels of 300 gross tonnage and above.
- b) Category 'B' vessels are vessels not covered under Category-A or category-C.
- c) Category 'C' vessels are of less than 10 metres in length.

33. Power to classify and categorise for purpose of survey.-**a) For the purpose of this Chapter.—**

- (i) The classification of mechanically propelled vessels;
 - (ii) The criteria for such classification; and
 - (iii) The standards of design, construction, fitness and crew accommodation of such vessels, shall be such, as may be prescribed in the Inland Vessel Act, 2021.
- b) The Andaman and Nicobar Administration shall classify and categorise mechanically propelled inland vessels on the basis of criteria and standards referred to in sub-section(a).

34. Action on Survey Recommendations.-

- a) When the Designated Authority determines that the condition of the vessel or its equipment does not correspond substantially with the particulars of the certificate or that the vessel is not fit to be put to service without danger to the vessel or the persons on board, it shall be ensured that corrective action is taken.
- b) The Designated Authority may allow the vessel to be put into service, provided that the corrective actions has been carried out under sub-section (a) on the deficiencies identified during the survey undertaken and the corrective actions are to be carried out by the owner or manager within the stipulated time.

35. Types of survey.-

- a) The structure, machinery, life-saving appliances, radio installations, fire fighting and other equipment shall be subject to the surveys as specified below-
 - (i) an initial survey before the vessel is put in service;
 - (ii) an annual survey within three months before or after each anniversary date of the Inland Vessel Certificate of Survey;
 - (iii) a minimum of two inspections of the outside of the vessel's bottom carried out during

- the five year period of validity of the Inland Vessel Safety Certificate;
- Provided the interval between any two such inspections shall not exceed thirty-six months;
- (iv) a renewal survey at intervals not exceeding five years; and
- (v) an additional survey, which is an inspection, either general or partial according to the circumstances, to be made after a repair resulting from investigations or whenever any important repairs or renewals are made to the vessel.

Explanation.— For the purposes of clause (i), initial survey means declaration made by the surveyor under this Act prior to vessel is put in service.

- b) The Surveys referred in sub-rule (a) shall include the following-
 - (i) the structure, machinery and equipment other than those covered in clauses (ii), (iii) and (iv) of this sub-rule;
 - (ii) the fire safety systems and appliances, life-saving appliances and arrangements, the vessel borne navigational equipment, means of embarkation for pilots, if applicable, and other equipment;
 - (iii) the Safety equipment plans, nautical publications, lights, shapes, means of making sound signals and distress signals; and
 - (iv) the radio installations of the vessel.

36. Initial Survey.-

- a) The Initial Survey shall be aimed at ensuring the following:-
 - (i) Complete inspection and tests where necessary, of the items referred in sub-rule (b) to ensure that the arrangements, materials, scantling and workmanship of the structure, boilers, and other pressure vessels, their appurtenances, main and auxiliary machinery including steering gear and associated control systems, electrical installations and other equipment comply with relevant requirements, and in satisfactory condition and are fit for the service for which the vessel is intended; and
 - a. verification of the following items-
 - freeboard mark and draft marks on the vessel;
 - approved tonnage computation of the vessel;
 - approved Safety Equipment plan; and
 - approved stability particulars and loading manual of the vessel, if applicable.
- b) For existing vessels, the outside of the vessel's bottom shall be inspected within twelve months preceding the issuance of the Certificate of Survey under these rules.

37. Annual Survey.-

- a) The annual survey of the vessel shall include a general inspection of the items specified in sub-rule (b) of rule 30 to confirm that they are in satisfactory condition and fit for the service for which the vessel is intended.
- b) During the annual survey Surveyor shall satisfy himself regarding the efficiency of the following:
 - (i) hatchways on freeboard and superstructure decks, ventilator and air pipe coamings, exposed casings, skylights, deckhouses and companionways, superstructure bulkheads, side scuttles and deadlights, together with all closing appliances;
 - (ii) means of ensuring weather tightness of steel hatch covers;
 - (iii) scuppers and sanitary discharges with valves;
 - (iv) guard rails and bulwarks;
 - (v) freeing ports, gangways and lifelines;
 - (vi) freeboard marks;
 - (vii) general examination of machinery and steering gear;
 - (viii) vent piping;
 - (ix) fire fighting appliances; and
 - (x) life saving appliances.

38. Intermediate Docking Survey between renewal surveys.-

- a) Vessels operating in sea ports and other vessels of 20 years of age and over are to be examined in drydock or slipway:

Provided that, consideration may be given to acceptance of in water survey for vessels of less than 20 years of age and operating in sea ports;

Provided further that, consideration may be given to waiver of this requirement for vessels of 20 years of age and over and not operating in seaports subject to satisfactory internal examination.

39. Renewal Survey.-

- a) The renewal survey shall consist of an inspection, with tests when necessary, of the structure, machinery and equipment mentioned in sub-rule (b) of rule 30, to ensure that the requirements relevant to the Certificate of Survey are complied with and that they are in a satisfactory condition and are fit for the service for which the vessel is intended.
- b) The renewal survey shall also consist of a check that all the certificates, record books, operating manuals and other instructions and documentation specified in the requirements relevant to the certificate of survey are on board the vessel.
- c) For the purposes of renewal survey, the underwater parts are to be examined in a dry dock or slipway as part of renewal survey.
- d) Additionally, the propeller shaft shall be removed and inspected, and the surveyor shall be satisfied that the stern gear, including the propeller shaft, is in good working order and will continue to be in a serviceable condition for five year period covered by the renewal survey.
- e) In the case of other propulsion types, the surveyor shall assess whether maintenance or servicing is required, in any case the advice of the manufacturer shall be followed.
- f) All passenger vessels are to be subjected to a Lightweight survey at renewal surveys to verify any changes in light displacement and longitudinal centre of gravity and the vessel is to be re-inclined whenever, in comparison with the approved stability information, a deviation from the light displacement exceeding 2 percent or a deviation from the longitudinal centre of gravity exceeding 1 per cent of the length is found.

40. Additional surveys.-

- a) Whenever an accident occurs to a vessel or a defect is discovered which affects the safety or integrity of the vessel or the efficiency or completeness of its equipment, the master or owner shall make a report at the earliest opportunity to the Designated Authority.
- b) The Designated Authority shall then initiate an investigation to determine as to whether a survey to the particular certificate is necessary to be conducted on the vessel.
- c) The additional survey, which may be general or partial according to the circumstances, shall be such as to ensure that the repairs and any renewals have been effectively made and that the vessel and its equipment continue to be fit for the service for which the vessel is intended.

41. Maintenance of conditions after survey. –

- a) The owner or master of every Inland vessel shall ensure that the condition of the vessel and its equipment is maintained to conform with the provisions of the Certificate of Survey to ensure that the vessel in all respects will remain fit to operate without danger to the vessel, persons on board or the environment.
- b) After any survey of the vessel has been completed, no significant change shall be made in the structural arrangement, machinery, equipment and other items covered by the survey, without the approval of the Designated Authority or a recognized organisation acting on its behalf.
- c) Whenever an accident occurs to the vessel or a defect is discovered, either of which affects the safety of the vessel or the efficiency or completeness of its life-saving appliances or other equipment, a request shall be made immediately to the Designated Authority or recognized organisation acting on its behalf for a survey, to be carried out.

42. Qualifications for appointment as Surveyor.-

A surveyor of inland vessels shall possess any of the following qualifications and experience-

- (a) For the purposes of this Act, the Andaman and Nicobar Administration may, by notification, appoint officers or persons as surveyors of inland vessels and such surveyors shall be deemed to be public servants within the meaning of section 21 of the Indian Penal Code (45 of 1860).
- (b) The minimum criteria and qualifications for the appointment of surveyors, which the Andaman and Nicobar Administration shall adopt in the appointment of surveyors, shall be such as may be prescribed in the Inland Vessel Act, 2021.
- (c) Marine or Mechanical or Electrical Engineer or Naval Architect in possession of minimum First or Second class Motor/Steam Ministry of Transport (MOT) Certificate issued by Director General of Shipping, Government of India or equivalent certificate recognized by the Government of India and 5 years of experience after first certificate of competency either in sea going regular vessels or Classification Societies or Ship Building yards or reputed International Shipping Companies or State Port Department or State Maritime Board or Directorate General of Shipping or Mercantile Marine Department;
- (d) Master Mariner (Foreign Going) with 2 years of sailing experience or experience in maritime training or marine survey after having obtained master's certificate issued by Director General of Shipping, Government of India or equivalent international certificate; or
- (e) Marine Engineer Operator Class III [Near Coastal Voyage Vessel (NCV) - Chief Engineer Officer] Certificate or Master (Near Coastal Voyage Vessel) certificate issued by the Director General of Shipping with minimum 10 years of sailing experience of which at least 5 years experience in the capacity of Master or Chief Engineer; or
- (f) a basic degree in Naval Architecture with 7 years experience in sea going regular vessels or Classification Societies or Ship Building yards or reputed International Shipping Corporations or State Port Department or
- (g) Diploma in ship building with 15 years experience in sea going regular vessels or Classification Societies or Ship Building yards or reputed International Shipping Corporations or State Port Department.

43. Qualifications for appointment as Chief Surveyor.-

A Chief Surveyor of inland vessels shall possess any of the above qualifications as mentioned in Rule 42 above, and having a minimum of five years' experience as Surveyor.

44. 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 appoint surveyor for 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 safety 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 equipment etc. are in order and that-generally the vessel is fully equipped for the safety and convenience of crew and passengers;
- g) Issue certificate of survey to the vessel surveyed by him to the owner or master of the vessel in accordance to the provisions of IV Act, 2021. The certificate of survey interalia is to indicate passenger capacity, plying limits/area/routes/timing that the vessel is permitted;
- h) Give copies of documents on payment of fees specified in these rules and maintain accounts of all dues connected with Certificate of Survey and miscellaneous receipts.

45. The surveyor 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) 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) Verify the stability of the vessel so as to ensure safety against capsizing under any conditions;
- f) Conduct periodical 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 communicating equipments, machineries 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. 35;
- g) Issue Declaration of Survey to the vessel surveyed by him to the owner or master of the vessel **in accordance with provisions of the IV Act, 2021;**
- 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.

46. Power of Surveyors:

- a) For the purpose of a survey, the surveyor may, at any reasonable time, go on board any inland mechanically propelled vessel, and may inspect the mechanically propelled vessels and every part thereof, including the hull, engines and other machinery, and all equipment and articles on board.
- b) On receipt of the application from the owner or master or construction yard for conducting survey, in such form and within such time as may be prescribed in the Inland Vessel Act, 2021, the surveyor may board or enter and inspect a mechanically propelled inland vessel: Provided that the surveyor shall not unnecessarily hinder the loading or unloading of cargo or; embarking or dis-embarking of passengers of the mechanically propelled inland vessel, or unnecessarily detain or delay her from proceeding on any voyage.
- c) The owner, operator, master and crew of the mechanically propelled inland vessel shall render the surveyor, all reasonable facilities for conducting survey, and all information with respect to such mechanically propelled inland vessel, and her machinery or any part thereof, and all equipment and articles on board, as he may require for the purposes of a survey.

47. Fees in respect of Survey:

- a) Before a survey is commenced, the owner or master of the mechanically propelled vessel, to be surveyed shall pay the fees payable under the Act & these rules as specified in the Schedule- I of these rules.

48. Survey for new construction:

- a) Category A vessels shall be designed, constructed and maintained under the survey of a classification society who is a member of International Association of Classification Societies (IACS) following Rules for construction.
- b) Category B vessels shall be designed and constructed under survey of a recognized classification society stated in rule 45(a) and following Rules for construction mentioned in these rules. The vessels so constructed will however be maintained through regular periodical surveys under the Authority of Chief Survey or assisted by Surveyors.
- c) 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.36 (Annexure - I) alongwith particulars and details specified therein, to the Chief Surveyor so that the progress of construction can be monitored by the Surveyor from the very beginning and at different stages of construction.
- d) 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.
- e) The date and place of laying the keel for the new vessel shall be intimated to the Chief

Surveyor, in writing, for the purposes of official records of the date of laying the keel.

49. Duration and validity of certificates. –

- a) Certificate of Survey shall be issued for a period which shall not exceed five years subject to endorsements being made for completion of annual survey.
- b) When the renewal survey is completed within three months before the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of renewal survey to a date not exceeding five years from the date of expiry of the existing certificate.
- c) When the renewal survey is completed not more than three months after the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing certificate.
- d) When the renewal survey is completed more than three months before or after the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of completion of the renewal survey.
- e) Where the renewal survey has been completed and new certificate cannot be issued or placed onboard the Inland vessel before the expiry date of the existing certificate, the Designated Authority or a recognized organisation acting on its behalf shall endorse the existing certificate and such certificate shall be accepted as valid for a further period which shall not exceed sixty days from the expiry date.
- f) Where a vessel at the time when a certificate expires is not in a position to be surveyed, the Designated Authority may extend the period of the validity of the certificate considering the circumstances, for a period not longer than 3 months.
- g) In the case of exceptional circumstances due to non-availability of dry-docking facilities, the Andaman and Nicobar Administration may consider extension of certificates for a period not exceeding Six(06) months.
- h) A certificate issued under sub-rule (e) shall cease to be valid in any of the following cases-
 - (i) where the relevant surveys and inspections are not completed within the periods specified under these rules; or
 - (ii) where the certificate is not endorsed in accordance with the requirements of these rules; or
 - (iii) where the vessel is withdrawn from the Registry.

50. Provisional certificate of survey and its effect.—

- a) On receipt of application and the fee from the owner or operator of any mechanically propelled inland vessel, the surveyor who conducted the survey, may grant a provisional certificate of survey extending the validity of the prevailing certificate of survey by endorsement, in such form and for such period, as may be prescribed in the Inland Vessel Act, 2021.
- b) Any mechanically propelled inland vessel, which has been issued with a provisional certificate of survey or endorsement under sub-section (a), may proceed on voyage or use in service, temporarily, pending the issue of the certificate of survey, in such manner and subject to the conditions as may be prescribed by the Andaman and Nicobar Administration.

51. Mechanically propelled inland vessels not to proceed without certificate of survey, and requirement of Zone to be specified in such certificate.—

- a) No mechanically propelled inland vessel shall be used nor proceed on voyage, without a valid certificate of survey that shall provide or indicate among others, the Zone intended for operation or applicable voyage or service of such vessel.
- b) The certificate of survey shall have effect throughout India, unless otherwise specified therein and subject to such other conditions as may be specified by the competent authority.
- c) The certificate of survey shall be valid for such period as may be specified by notification in the Inland Vessel Act, 2021 and shall not be in force—

- (i) after the expiration of the period specified in the certificate of survey; or
- (ii) after notice has been issued to cancel or suspend such certificate.
- d) Nothing in this section shall prevent the Andaman and Nicobar Administration from excluding a mechanically propelled inland vessel from the requirement under sub-section (a), on an application made by the owner or master of the vessel for permission to proceed on a voyage; during the interval between the date on which the certificate of survey expires and the earliest possible date of renewal.
- e) After cessation of a certificate of survey, a valid certificate of survey shall be obtained only after a fresh survey of the mechanically propelled inland vessel has been conducted by any surveyor appointed under this Act.

52. Suspension and cancellation of certificate of survey.—

- a) The Andaman and Nicobar Administration may suspend or cancel a certificate of survey, if it has reason to believe that—
 - (i) the declaration of the surveyor of the sufficiency and good condition of the hull, engines or other machinery or of any of the equipment of the mechanically propelled vessel has been fraudulently or erroneously made; or
 - (ii) the certificate has otherwise been granted upon false or erroneous information; or
 - (iii) since the making of the declaration, the hull, engine or other machinery, or any of the equipment of the mechanically propelled vessel have sustained any material damage, or have otherwise become insufficient.
- b) The Andaman and Nicobar Administration shall issue the notice of suspension of certificate of survey to the owner, operator, master or construction yard by stating the errors to be rectified and conditions that have to be complied with by the owner, operator, master or construction yard within three months from the date of issuance of such notice, in such manner as may be prescribed in the Inland Vessel Act, 2021.
- c) In the event of non-compliance of the notice of suspension by the owner, operator, master or construction yard within the period specified therein, the Andaman and Nicobar Administration shall record such non compliance and shall issue the notice of cancellation of certificate of survey, which shall come into force with immediate effect.

53. Delivery of expired, suspended or cancelled certificate of survey.—

- a) The owner or master shall deliver the certificate of survey, which has expired or has been suspended or cancelled, to such officer as the Andaman and Nicobar Administration may, by notification in the Official Gazette, appoint in this behalf.
- b) The Andaman and Nicobar Administration shall record the details of the cancelled certificate in the book of registry maintained by the Registrar of Inland Vessels.

54. Form of certificates.-

The certificates and the record of equipment and information shall be drawn up in the forms corresponding to the forms appended to these rules.

55. Availability of certificates.-

The certificates issued under these rule shall be readily available on board for examination at all times.

56. Term of certificates of survey.-

Any Certificate of Survey issued under the provisions of these rules shall be subject to terms of certificate of survey contained in Chapter IV of the Act 2021.

57. Change of name.-

- a) Where a change of name of a vessel is proposed in respect of which a certificate of survey has been granted under the Act, the owner or master of the vessel shall forward the certificate of survey to the authority who issued the certificate along with an application in Form No. 9 appended to these rules with all the particulars referred therein for change of the name of the vessel entered in the certificate of survey.
- b) The designated authority or the authorised 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

there upon be returned to the owner after due process of carving or marking of the changed name on vessel and upon due changes effected by the Registering Authority in Registration Certificate and Book of Registration.

58. Inland vessel State inspection.-

- a) Every vessel while in a port (inland port or major or minor coastal ports) within the jurisdiction of another State Government shall be subject to inspection by the designated authorities or officers duly authorised by such Government for the purpose of inspection to verify and ascertain that the certificates issued under these rules are valid and a vessel may also be surveyed by the officers of Inland Waterways Authority of India according to the Rules of Inland Waterways Authority of India when in National Waterways and normally no such inspections by Ports or Inland Waterways Authority of India shall be conducted within six months of the completion date of the last inspection.
- b) Certificates, if found valid, shall be accepted, unless there are clear grounds for believing that the condition of the vessel or of its equipment does not correspond substantially with the particulars of any of the certificates or that the vessel is not fit for service. .
- c) Where a certificate has expired or ceased to be valid, the officer carrying out the inspection under sub-rule (a) shall take steps to ensure that the vessel shall not leave the port unless the officer is satisfied that it may proceed to the next port of call, or leave the port for the purpose of proceeding to an appropriate repair yard, without danger to the vessel or persons on board.

59. Official log book.-

- a) The master and engineer or driver of the vessel shall keep an official log book specified in Form No. 8 appended to these rules and shall make, or cause to be made, such entries in that log book as required.
- b) An entry in an official log book shall be made by the master, engineer or driver or officer in- charge of the inland vessel:
 - (i) as soon as possible after the occurrence to which it relates; and
 - (ii) the date and time of the occurrence and the entry.
- c) An entry in the official log book shall be made by the master or the officer in-charge and counter signed by the Designated Authority carrying out any inspection of the vessel stating the outcome of the inspection and action taken, if any.
- d) Official log book shall be supplied by the Designated Authority on payment of prescribed fee.
- e) Official log book is the property of the Designated Authority and shall be maintained properly.
- f) Official log book shall be produced for verification at the time of annual survey of the vessel.
- g) The officer carrying out the inspection shall make an entry in the official log book.

CHAPTER V

REGISTRATION

60. Scope and Application.—

- a) Any inland mechanically propelled vessel, which is required to be registered under section 17 of the Act 2021 shall not proceed on any voyage or be used for any service, unless it has a certificate of registration in force in respect thereof and granted under section 24 of the Act, 2021.
- b) Every certificate of registration issued in respect of a mechanically propelled vessel under the Merchant Shipping Act, 1958 (44 of 1958), shall be valid and effective as a certificate of registration issued under the Act and the relevant provisions of the Act shall apply in relation to such vessel as they apply to an inland mechanically propelled vessel registered under these regulations and the Act.

61. Definitions.—In these rules, unless the context otherwise requires,-

- (a) “Act” means Inland Vessels Act, 2021 (24 of 2021);
- (b) ”enquiry” means the process of inspection of the vessel, her machinery and articles on board and verification of records of the vessel by the registering authority for the purpose of registration;
- (c) “major conversion or modification” means any of the following -
 - (i) change in gross tonnage of the vessel by more than ten percent;
 - (ii) change of vessel type; or
 - (iii) change of propulsion system or main engines or type of fuel.
- (d) “main drawings of the vessel” means the following -
 - (i) general arrangement;
 - (ii) main structural plans: midship section, profile and decks, shell expansion; and
 - (iii) Machinery layout details including the propulsion system.

Words and expressions used and not defined in these rules but defined in the Act, shall have the meanings respectively assigned to them in the Act.

62. Registration :

- a) Any mechanically propelled inland vessel, which is wholly owned by—
 - (i) a citizen of India; or
 - (ii) a co-operative society registered or deemed to be registered under the Co-operative Societies Act, 1912 (2 of 1912); or
 - (iii) a body established under any Act relating to co-operative societies for the time being in force in any State; or
 - (iv) a company registered under the Companies Act, 2013 (18 of 2013); or
 - (v) a partnership firm registered under the Limited Liability Partnership Act, 2008 (6 of 2009); or
 - (vi) any other body including a partnership firm, trust or societies established by or under any Central or State enactment and which has its principal place of business in India;
 - (vii) any legal business combination, otherwise allowed under the existing commercial law for the time being in force in India, within the permissible foreign direct investment limits in the sector and having its principal place of business in India, shall be registered under the provisions of this Act.
- b) A foreign vessel, other than vessels registered or obligated to register under the Merchant Shipping Act, 1958 (44 of 1958), chartered on bareboat charter-cum-demise by an Indian charterer, for the purposes of plying exclusively within inland waters, shall be registered under the provisions of this Chapter.
- c) The inland vessels registered under this Act may also be registered under the Merchant Shipping Act, 1958 (44 of 1958).

Explanation—For the purposes of sub-section (b), “Indian charterer” shall mean a person referred to in clauses (i) to (vii) of sub-section (a), who has chartered a vessel on bareboat charter-cum-demise contract.

63. Appointment of Ports or places of registry and Registrars of Inland Vessels

- a) For the purposes of this Chapter, the Andaman and Nicobar Administration may, by notification, —
 - (i) appoint ports or places of registry; and
 - (ii) appoint Registrar of Inland Vessels at the said ports or places of registry, who shall be deemed to be a public servant within the meaning of section 21 of the Indian Penal Code (45 of 1860).
- b) A Registrar of Inland Vessels shall, in respect to the port or place of registry for which he is appointed, perform his functions as may be prescribed by the Andaman and Nicobar Administration.

64. Registering authorities :

- a) The Registering Authority shall:
 - (i) Ensure that all documents as specified in Rule 70 are received and are in order.
 - (ii) Conduct enquiry after giving a notice to the applicant informing the date and time of enquiry.
 - (iii) For the purpose of such enquiry the authority shall be competent to:
 - Inspect the vessel or any part thereof or any machinery thereon or any article therein relevant to the purpose of such enquiry.
 - 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.
 - Have such assistance as he deems fit for the purpose of such inspection.
 - (iv) Issue/deny certificate of registration and maintain all records related to registration of vessels.
 - (v) 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.
 - (vi) Cancel certificate of registration after necessary formalities, if found necessary.
 - (vii) Issue duplicate copy of certificates issued by the authority.
- b) Every person appointed as a registering authority shall, for the purposes of any registration made by him, be deemed to be a public servant within the meaning of the Indian Penal code.

65. Book of Registry .---

- a) The Registrar of Inland Vessels shall maintain and keep a book of registry, which shall have record of all particulars contained in the form of certificate of registration as may be prescribed in the Inland Vessel Act, 2021.
- b) The Registrar of Inland Vessels shall report the details of the book of registry or entries made therein, to the Andaman and Nicobar Administration at regular intervals, in such manner and period as may be prescribed by the Andaman and Nicobar Administration.
- c) The Andaman and Nicobar Administration shall report and update the Central Government in respect of—
 - (i) the designated ports and places of registry;
 - (ii) the details of officers appointed or authorised under this Chapter; and
 - (iii) the details of registrations as entered in the book of registry, to facilitate and administer the registration processes under this Chapter.
- d) The book of registration shall be kept in bound volumes with machine numbered pages in both soft and hard copy.

66. Requirement of certificate of registration.—

- a) A mechanically propelled inland vessel required to be registered under this Chapter, shall not proceed on any voyage or be used for any service, unless it has a valid certificate of registration granted under this Act in respect thereof.
- b) Notwithstanding anything contained in sub-section (a), the authority appointed or authorised under this Chapter may—
 - (i) permit any mechanically propelled inland vessel, built at any place other than a port or place of registry, to make her first voyage through the inland waters to any such port or place for the purpose of registration; or
 - (ii) permit the vessel registered under any law for the time being in force in India for which provisions have been made under this Act to conduct voyage within the inland waters; or
 - (iii) permit any mechanically propelled vessel registered under such laws of countries other than India, which shall only be permitted to ply within the inland waters subject to compliance of such terms and conditions as may be prescribed in the Inland Vessel Act, 2021.

67. Application for registration. — An application for registration of an inland mechanically propelled vessel shall be submitted in Form No. 15 appended to these rules by the owner or master of the vessel with such particulars as required under Rule 70 of these Rules.

- a) A statement by the owner that the provisions of the Act and these rules have been complied with.
- b) In the case of a newly built vessel, the builder's certificate and inspection certificate issued by the surveyor of IACS alongwith approved drawing of the vessel, documents relating to purchase of the vessel and document of its ownership. In case of a new vessel under construction the builder's certificate may be submitted forthwith upon issue by the respective organization/authority after the completion of the vessel.
- c) In the case of renovated vessels, builder's certificate and inspection certificate issued by the surveyor alongwith approved drawing of the vessel and document of its ownership.
- d) Challan receipt evidencing payment of such fees as specified in Schedule-III for the registration of the vessel.
- e) Copy of insurance certificate submitted forthwith when the vessel is insured as per Chapter XII of these Rules before plying/trading.
- f) The owner or master, may make an application for registration of a mechanically propelled inland vessel, which has a valid certificate of survey issued under this Act, in such form, manner and along with such particulars, as may be prescribed in the Inland Vessel Act, 2021.
- g) The list of documents to be submitted or adduced by the applicants for registration, in addition to the particulars referred to in sub-section (g), shall be such as may be prescribed in the Inland Vessel Act, 2021.
- h) Every application for registration shall be made to the Registrar of Inland Vessels, within the jurisdiction of the respective State in which the owner of the mechanically propelled inland vessel—
 - (i) ordinarily resides; or
 - (ii) has the principal place of business or the officially registered office.
- i) If the Registrar of Inland Vessels is satisfied that the vessel or the application submitted for registration is not in compliance with the provisions of this Act, he may refuse to register a mechanically propelled inland vessel for reasons to be recorded in writing and shall provide the applicant a note containing the reasons for such refusal.

Note: If there is more than one owner or a cooperative society - the limiting criteria for submission of registration application shall be

- (i) a citizen of India.
- (ii) the property in a vessel shall be divided into ten shares (this is to facilitate the mortgage in later chapters).

- (iii) not more than ten individuals shall be entitled to register at the same time as owners of any ship.
- (iv) a person shall not be entitled to be registered as owner of a fractional part of a share in a ship.
- (v) a company or cooperative society registered under Society Act may be registered as owner by its name.

68. Procedure for registration

- a) The owner or master of an inland vessel wishing to have it registered at a place of registry in the State shall make an application for registration under Rule 67 and submit the same to the concerned Registering Authority: -
 - (i) declaration that the provisions of the Act and these rules have been complied with;
 - (ii) declaration of ownership in Form No. 16 appended to these rules;
 - (iii) For new vessel: -
 - a certificate signed by the builder (builder's certificate) of the vessel containing a true account of the proper dimensions, particulars and of the tonnage of the vessel as estimated by him and the time and the place where the vessel was built;
 - inspection certificate issued by the surveyor along with approved main drawings of the vessel;
 - in case of a new vessel under construction, the builder's certificate may be submitted forthwith upon issue by the respective organization after the completion of the vessel;
 - (iv) in the case of vessels subjected to major conversion or modification, builder's certificate and inspection certificate issued by the surveyor along with approved main drawings of the vessel;
 - (v) the instrument of sale under which the title of the vessel was transferred to the applicant who requires it to be registered in his name, (for second hand vessel);
 - (vi) certificate of survey if issued by the designated authority or the provisional certificate of survey issued by the Surveyor;
 - (vii) challan receipt evidencing payment of fee as prescribed by the Andaman and Nicobar Administration; and
 - (viii) details of mortgage, if any.
- b) Copy of certificate of insurance, issued in compliance with the Inland Vessels [Insurance, Limitation of Liability, Inquiry and Investigations, Obligations of Service Providers and Service Users and Allied Matters] Rules, 2022 shall be submitted forthwith, when the vessel is insured as per the said rules before plying or trading.

Explanation: - For the purposes of sub-rule (b), the vessel shall be insured after registration is done and insurance company shall be given the identity details of the vessel and the proof of registration of the vessel, certificate of survey and such other documents required by the insurance company.
- c) For the purposes of these rules, the Certificate of Survey shall be submitted forthwith when issued by the designated authority.
- d) The Registering Authority on receipt of the application for registration of the vessel under rule 75, shall approve the name that has been requested for, after ensuring from the records and Central Data Base that there is no other vessel registered in the same name and once the name is allotted, the Registering Authority shall also allot an official number for the vessel, which shall be recorded in the Book of Registration as per Form No. 14 appended to these rules and the Central Data Base.

Provided that the Registering authority shall communicate the approval of name to the applicant within 30 days from the date of receipt of the last document from the applicant.

- e) Subject to submission of the requisite details and documents by the applicant in compliance with these rules, the Registering Authority shall give a notice to the applicant in Form No. 17 appended to these rules, informing the time and date of the enquiry in respect of the vessel.
- f) For the purpose of enquiry under these rules, the designated authority or such other person

appointed or authorized by the Andaman and Nicobar Administration may -

- (i) inspect the vessel or any part thereof or any machinery therein or any article therein relevant to the purpose of such enquiry;
 - (ii) call for any records 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
 - (iii) Have such assistance as it deems fit for the purpose of such inspection.
- g) For the purpose of enquiry under this rule, the owner, the master and every member of the crew of the vessel shall provide all reasonable facilities for conducting the enquiry and shall also furnish such information as may be required by the authority empowered under sub-rule (f).
- h) Upon ascertaining that the procedures enumerated under this rule have been complied with by the applicant, the Registering Authority shall issue a carving and marking note in Form No. 18 appended to these rules.
- i) The carving and marking note shall be returned to the Registering Authority after carrying out the carving and marking on the vessel, which shall be certified by a Surveyor.
- j) Upon ascertaining that the applicant has complied with these rules, in completing the requirements for registration, the Registering Authority shall enter the particulars of the inland vessel in Form No. 14 appended to these rules.

69. Fees Payable :

- a) The fees payable under the Act" shall be as specified in Schedule III of these rules.
- b) Any fee payable under the Act or under these rules shall be paid in favour of Registering Authority by remittance into the Treasury/Bank of Administration or otherwise as notified to the credit of the Administration under such head of account as the Administration may specify from time to time.
- c) No fee paid under these Rules shall be refundable.

70. Grant of certificate of registration

- a) If, in respect of any inland mechanically propelled vessel, the registering authority, after making such enquiry as required under rule 64, is satisfied that the provisions of the Act or of any rules made there under have been complied with, shall grant to the applicant thereof a certificate of registration in Form No. 21 appended to these rules retaining the certificate of survey or provisional certificate of survey, builders certificate, instrument of sale by which the vessel was sold, and the declaration of ownership.
- b) The certificate of registration may also be in electronic form.
- c) Notwithstanding anything contained in sub-rule (a), the designated authority may -
 - (i) permit any mechanically propelled inland vessel, built at any place other than a port or place of registry, to make her first voyage through the inland waters to any such port or place for the purpose of registration; or
 - (ii) permit the vessel registered under any law for the time being in force in India for which provisions have been made under the Act to conduct voyage within the inland waters; or
 - (iii) permit any mechanically propelled vessel registered under such laws of countries other than India to ply within the inland waters, subject to terms and conditions as may be specified in the Inland Vessel Act, 2021 from time to time by general guidelines.
- d) A provisional certificate of registration may be issued in Form No. 26 appended to these rules on receipt of an application in Form No. 25, in accordance with section 27 of the Act, 2021 pending issuance of the certificate of registration and during the period of validity of the provisional certificate of registration, the owner or master shall implement and comply with all necessary steps to be taken to have the vessel registered under Chapter V of the Act.
- e) It shall be the duty of the owner or master of the inland vessel to produce certificate of registration or provisional certificate of registration as the case may be on demand by the authority engaged in the enforcement of Act and rules made there under.
- f) A registering authority may refuse to register any inland vessel, if she is found to be

mechanically defective, or if the applicant fails to furnish satisfactory evidence in support of any of the statements made in the application for registration, provided that where the registering authority refuses to register any inland mechanically propelled vessel, it shall furnish to the applicant a statement in writing containing the reasons for such refusal.

- g) Subject to the provisions of rule 75, the Registrar of Inland Vessels shall, grant the certificate of registration to the applicant, who has paid such fee, as may be prescribed by the State Government, and assign the official number to such registered vessel.
- h) The certificate of registration shall be in such form and content, as may be prescribed by the Central Government, and shall contain the following particulars, namely:—
 - (i) registered address of the owner and other ownership details;
 - (ii) details of mortgage, if any;
 - (iii) official number;
 - (iv) classification and category of vessel;
 - (v) any other particular, as may be prescribed by the State Government.
- i) The owner shall display the official number on a conspicuous part of the vessel, as may be prescribed by the State Government. Owner or master to carry certificate of registration.—

71. Owner or master to carry certificate of registration.--

- (a) The owner or master of an inland vessel shall carry a valid certificate of registration issued under this Chapter and shall make available for inspection, when demanded by the officers appointed by the Andaman and Nicobar Administration.
- (b) The Andaman and Nicobar Administration or such other officer appointed or authorised under this Chapter may detain any mechanically propelled inland vessel required to be registered under this Act, until the respective owner, operator or master of such vessel furnishes a valid certificate of registration.

72. Central database of inland vessels.—

The Central Government shall appoint officers to maintain a central data base for inland vessels, in such form and manner, and the functions of the officers so appointed shall be such, as may be prescribed in the Inland Vessel Act, 2021.

73. Effect of certificate of registration.—

- a) The certificate of registration granted under section 24 of act 2021 shall be deemed to be valid in all States and Union territories, unless otherwise specified therein.
- b) The certificate of registration issued under this Chapter shall be conclusive proof of ownership and title, as declared by the applicant and as entered in the book of registry by the Registrar of Inland Vessels.
- c) Notwithstanding anything contained in this Act, any person who has beneficial interest of ownership in the mechanically propelled inland vessel or shares therein, shall have the same rights as that of the registered owner and shall be deemed as owner of such vessel for the purposes of this Act.

74. Duplicate of the certificate.—

- a) The authority which has issued the certificate of registration, shall issue a duplicate of the certificate of registration to replace a certificate lost, destroyed or mutilated, subject to payment of such fees as prescribed by the Andaman and Nicobar Administration.
- b) Provided that no such duplicate certificate shall be issued unless -
 - (i) 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 lost certificate have been exhausted;
 - (ii) in the case of a certificatedestroyed, such authority is satisfied after due enquiry that thecertificate has actually been destroyed; and
 - (iii) in the case of mutilated certificate, the owner delivers up such mutilated certificate to the authority.
- c) Every duplicate of the certificate shall, on the face of it, be stamped with the word 'Duplicate' in

red ink.

- d) Subsequent to the issuance of a duplicate certificate, if the original certificate is found, the latter shall be delivered to the issuing authority which shall cancel the certificate and record the same in the records.
- e) If the certificate of registration issued under this Chapter is lost or destroyed, the registered owner shall apply for a duplicate certificate to the Registrar of Inland Vessels, who has issued such certificate of registration, in such form and manner as may be prescribed by the Andaman and Nicobar Administration.
- f) The Registrar of Inland Vessels shall, on receipt of application under sub-section (e) and such fees or additional fees, as may be prescribed by the Andaman and Nicobar Administration, issue the duplicate certificate of registration.

75. Provisional certificate of registration.—

- a) The Registrar of Inland Vessels may, pending issuance of the certificate of registration, upon an application and on payment of fee, by the applicant, issue a provisional certificate of registration valid for such period as may be prescribed under sub-section (b).
- b) The application, fee and the issuance of provisional certificate of registration referred to in sub section (a) shall be in such form, rate and manner, as may be prescribed in the Inland Vessel Act, 2021.
- c) During the period of validity of the provisional certificate of registration, the owner, operator, master or construction yard shall implement and comply with all necessary steps to be taken to have the vessel registered under this Chapter.

76. Marking of Inland mechanically propelled vessels.—

- a) Where an inland vessel has been registered under these rules, the registering authority shall assign registration mark to such vessel, to be displayed conspicuously comprising of registration number, port of registry and name of such vessel.
- b) Every registered vessel shall bear the following identification marks on its hull -
 - (i) name of vessel shall be inscribed on each bow and stern of the mechanically propelled vessel and in the case of barges or vessels which are not self-propelled, the name and official number shall be inscribed on each bow;
 - (ii) registration number and year of registration shall be inscribed on the main super structure and engine room bulkhead or main beam in the inland vessels; and
 - (iii) place or Port of registry shall be inscribed on the stern or transom.
- c) The identification mark shall be inscribed not less than 200mm x 150mm (height x breadth) with each letter 25mm wide and shall be carved or marked or welded in light colour on a dark background or in a dark colour on a light background.
- d) Inland vessels registration marks shall be carved or marked on its main beam or any permanent bulkhead at a prominent place.
- e) Additionally, every vessel shall be painted and displayed on a fixed board, exhibited on the upper deck, the following information -
 - (i) gross tonnage;
 - (ii) maximum permissible number of passengers ;
 - (iii) name of the owner ;
 - (iv) date of last renewal survey; and
 - (v) loaded draft and deadweight tonnes in case of cargo vessels.

77. Prohibition against transfer of certificate registration:

- a) A certificate of registration granted in respect of any inland mechanically propelled vessel shall be used only for the lawful navigation of that vessel.
- b) A certificate of registration in respect of an inland mechanically propelled vessel issued by a registering authority in the State shall be valid for the State only, but where any such vessel plies in inland waters of any other State, nothing in this section shall be deemed to require the owner or master of the vessel to obtain a fresh certificate of registration in relation to the State or States in which the vessel is not so registered.
- c) When an inland mechanically propelled vessel registered in another State has been kept

in the Andaman and Nicobar Islands for a period exceeding thirty six months, the owner or master of the vessel shall make an application under rule 76 to the registering authority, within whose jurisdiction the vessel then is, for the transfer of registry from the registering authority of the place where the vessel is registered.

78. Prohibition against transfer of ownership of Registered Vessel:

- a) No mechanically propelled inland vessel registered with the registering authority of a Andaman and Nicobar Administration under this Chapter, shall be transferred to a person residing in any country other than India, without the prior approval of the Registrar of Inland Vessels, who has originally granted the certificate of registration and such a transfer shall be validated only if made in compliance with such procedures as may be prescribed in the Inland Vessel Act, 2021.

79. Registration of alterations and modifications.—

- a) No alteration or modification which affects the strength, stability or safety of the vessel shall be made without the prior approval of the Designated Authority.
- b) When an inland vessel is so altered, as not to correspond with the particulars relating to her or the description entered in the certificate of registration; then the owner of the vessel shall, within 30 days, make a report of such alteration or modifications to the registering authority of the place where the vessel is registered, along with the respective certificate of survey.
- c) The report under sub-rule (b), shall be made in Form No. 19 appended to these rules and shall contain particulars with respect to the alteration or modifications and shall be accompanied by the certificate of registration in force in respect of the vessel at the time of the report.
- d) The registering authority, on receipt of the report under sub-rule (b) and on payment of the prescribed fee as notified by the Andaman and Nicobar Administration, shall either cause the alteration to be registered or direct that the vessel be registered anew.
- e) The registering authority in deciding whether alteration or modifications shall be entered in the certificate of registration or whether the inland vessel shall be registered a new shall be guided by the following considerations -
 - (i) whenever any material alteration is made in the hull affecting the length or breadth or depth of the inland vessel or wherever there is alteration in the means of propulsion including addition or removal of an auxiliary engine, the vessel shall require new registration; and
 - (ii) where the alteration consists merely of a change in the dimensions of enclosed space, the addition or removal of poop or deckhouse etc. or an allowance or disallowance or crew space of other similar change, the registering authority may allow such alteration to be entered into the certificate of registration, provided it is verified by the designated Authority that the stability of the vessel is not endangered thereby.
- f) Where the registering authority directs that the vessel be registered a new, it shall either grant a provisional certificate describing the vessel as altered or endorse the particulars of the alteration on the existing certificate.
- g) Any provisional certificate granted or endorsement made under sub-rule (f) shall be valid for a period of ninety days from the date thereof, within which, the owner shall cause all necessary steps to be taken to have the vessel registered a new.
- h) The owner, operator or master of any mechanically propelled inland vessel, shall make an application, in such form, manner and within such period as may be prescribed by the Andaman and Nicobar Administration, to effect any alteration or modification affecting the strength, stability or safety of such mechanically propelled inland vessel along with the respective certificate of survey, in which such alteration or modification have been approved, to the respective Registrar of Inland Vessels, who has issued the certificate of registration.
- i) The Registrar of Inland Vessels shall, on receipt of application and the certificate of survey and on receipt of such fee, as may be prescribed by the Andaman and Nicobar Administration, either cause the alteration or modification to be registered and entered in the

certificate of registration, or direct that the vessel be registered a new:

Provided that, where the Registrar of Inland Vessels, directs that the vessel be registered anew, he shall grant a provisional certificate for a specific period describing the vessel as altered or endorse on the existing certificate about the particulars of the alteration.

- j) Any mechanically propelled inland vessel found plying without complying with sub-section (h) or sub-section (i) shall be detained by such authority or officer as the Andaman and Nicobar Administration may, by general or special order, appoint in this behalf.

80. Transfer of registry.—

- a) If the owner of an inland mechanically propelled vessel ceases to reside or carry on business at the address recorded in the certificate of registration of the vessel, he shall, within thirty days of the change of address, intimate his new address to the registering authority by which the certificate of registration was granted, or if the new address is within the jurisdiction of another registering authority within the same State, to that registering authority, and shall at the same time forward the certificate of registration to the registering authority in order that the new address may be entered thereon.
- b) Where a registering authority other than the original registering authority makes any such entry, it shall communicate the new address to the original registering authority.
- c) The registry of an inland mechanically propelled vessel may be transferred from one place in a State to another place in another State, on submission of an application in Form No. 20 by the owner or master of the vessel to the registering authority of the State to which the registration is intended to be transferred.
- d) On receipt of such application under sub-rule (c), the registering authority shall duly notify the registering authority of the place where the vessel is originally registered, in writing, which shall communicate “no objection” or otherwise to such transfer within a fortnight or earlier.
- e) The certificate of registration in respect of the vessel shall be delivered to the registering authority of the intended place of registry along with the application.
- f) On receipt of the application under sub- rule (c) and the fee as prescribed by the Andaman and Nicobar Administration, the registering authority of the intended place of registry shall enter in its register book, all the particulars relating to the vessel and grant a fresh certificate of registration in respect of the vessel and henceforth such vessel shall be considered as registered at the new place of registry.

81. Transfer of vessel.—

- a) 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 within whose jurisdiction the transferee resides or carries on business within thirty days of such transfer along with a challan or deposit receipt evidencing payment of fees as prescribed by the Andaman and Nicobar Administration for such transfer.
- b) The certificate of registration in respect of the vessel shall also be submitted along with the report referred to in sub-rule (a) to facilitate that the particulars of the transfer of the ownership may be entered thereon:

Provided that when transfer of registry involves transfer from one State Government to another, application shall be made in Form No. 20 as provided in sub – rule (c) of rule 81.

- c) In the event of transfer, the registering authority shall record the details of the transferor as well as the transferee in the Central Data Base.

82. Change of residence or place of business.—

- a) If the owner of a mechanically propelled inland vessel ceases to reside or carry on business at the registered address recorded in the certificate of registration of the vessel, such person shall comply with the procedures prescribed under sub-section (b) in the Inland Vessel Act, 2021.
- b) For the purposes of sub-section (a), the procedures to be complied with by the owner of any mechanically propelled inland vessel, who ceases to be the owner or applies for the

requirement of transfer of registry or any such circumstances leading to change of the registered address, shall be such as may be prescribed in the Inland Vessel Act, 2021.

83. Suspension of certificate of registration.—

- a) The Registrar of Inland Vessels may at any time, require any mechanically propelled inland vessel within the local limits of his jurisdiction to be inspected by such authority as the Andaman and Nicobar Administration may, by general or special order, appoint in this behalf.
- b) As a result of such inspection, if the Registrar of Inland Vessels has reason to believe that after the granting of the certificate of registration, the mechanically propelled inland vessel became unfit to ply in inland waters, order suspension of the certificate of registration of the said vessel for such period as he may deem fit.
- c) The Registrar of Inland Vessels shall, before suspending a certificate of registration, provide to the owner, operator or master an opportunity of being heard, and record the reasons for such suspension.
- d) The Registrar of Inland Vessels who suspends the certificate of registration under subsection (b), shall issue a notice of suspension to the registered owner stating the reasons for suspension and the conditions to be complied within such period, as may be prescribed by the Andaman and Nicobar Administration, for withdrawal of such order of suspension.
- e) Where the registration of a mechanically propelled inland vessel is suspended under subsection (b) by any Registrar of Inland Vessels, other than the Registrar of Inland Vessels who has originally issued the certificate of registration, the former shall intimate the latter, regarding such order of suspension or withdrawal of such order of suspension; and the latter shall enter such order in the book of registry in which the registration of the vessel is originally recorded.
- f) The Registrar of Inland Vessels suspending the certificate of registration, shall confiscate such certificate and return the certificate to the owner or master only upon withdrawal of the order of suspension.

84. Cancellation of Registration—

- a) When any registered inland vessel is declared missing, destroyed, lost, abandoned or has been rendered permanently unfit for service, the owner of the vessel shall report in writing the fact to the Registrar of Inland Vessels of the place where the vessel is registered within fifteen days of occurrence of such event.
- b) In the case where the Owner decides that a registered inland vessel is to be scrapped or dismantled or sold abroad, such fact is to be reported to that authority at least fifteen days in advance of commencement of scrapping or dismantling or executing such sale and the certificate of registration of the vessel shall also be surrendered to that Authority for cancellation of registration as per the sub section (c) and (d) .
- c) If any mechanically propelled inland vessel registered under this Act is declared missing, destroyed, lost, abandoned or has been rendered permanently unfit for service or destined for scrapping or dismantling or sold abroad; the owner of the vessel shall, within such time as may be prescribed by the Central Government, report the fact to the Registrar of Inland Vessels of the place where the vessel is registered and shall also forward to that authority, along with the report, the certificate of registration of the vessel and thereupon such Registrar of Inland Vessels shall have the certificate of registration cancelled.
- d) Any Registrar of Inland Vessels may at any time require that any mechanically propelled inland vessel within the local limits of his jurisdiction may be inspected by such designated authority as the Andaman and Nicobar Administration may, by general or special order, appoint in this behalf and, if as a result of such inspection, such Registrar of Inland Vessels is satisfied that the vessel is in such a condition that it is not fit to ply in any inland water, the Registrar of Inland Vessels may, after giving the owner of the vessel an opportunity of being heard, cancel the registration of the vessel and require the owner thereof to surrender forthwith to him, the certificate of registration in respect of that vessel, if it has not already been so surrendered.

85. Mortgage of mechanically propelled inland vessel or share—

- a)
 - (i) A registered inland mechanically propelled vessel or a share therein, may be made as a security for a loan or other valuable consideration, and the instrument creating the security (called mortgage) shall be in Form No 22 and on the production of such instrument, the Registering Authority of the inland mechanically propelled vessels port of registry shall record it in the Book of Registration and endorse the same in the Certificate of Registry.
 - (ii) Mortgages shall be recorded by the Registering Authority in the order in time in which they are produced to him for that purpose, and the Registering Authority shall, by memorandum under his hand, notify on each mortgage that it has been recorded by him stating the day and hour of that record.
- b) Where a registered mortgage is discharged, the Registering Authority shall, on the production of the mortgage deed with a receipt for the mortgage money endorsed thereon, duly signed and attested, make an entry in the Book of Registration to the effect that the mortgage has been discharged, and on that entry being made, the estate, if any, which passed to the mortgagee shall vest in the person in whom (having regard to intervening acts and circumstances, if any) it would have vested, if the mortgage had not been made.
- c) If there are more mortgages than one recorded in respect of the same inland mechanically propelled vessel or share, the mortgagees shall, notwithstanding any express, implore or constructive notice, have priority according to the date on which each mortgage is recorded in the Book of Registration and not according to the date of each mortgage itself.
- d) Except in so far as making a mortgaged inland mechanically propelled vessel or share available as a security for the mortgage debt, the mortgagee shall not, by reason of his mortgage, be deemed to be the owner of the inland mechanically propelled vessel or share, nor shall the mortgagor be deemed to have ceased to be the owner thereof.
- e)
 - (i) Where there is only one registered mortgagee of an inland mechanically propelled vessel or share, he shall be entitled to recover the amount due under the mortgage by selling the mortgaged inland mechanically propelled vessel or share without approaching the High Court:

Provided that nothing contained in this sub-rule shall prevent the mortgagee from recovering the amount so due in the High Court as provided in sub-rule (ii).
 - (ii) Where there are two or more registered mortgagees of an inland mechanically propelled vessel or share they shall be entitled to recover the amount due under the mortgage in the High Court, and when passing a decree or thereafter the High Court may direct that the mortgaged inland mechanically propelled vessel or share be sold in execution of the decree.
 - (iii) Every registered mortgagee of an inland mechanically propelled vessel or share who intends to recover the amount due under the mortgage by selling the mortgaged inland mechanically propelled vessel or share under clause (i) shall give, an advance notice of fifteen days relating to such sale to the Registering Authority of the inland mechanically propelled vessels port of registry.
 - (iv) The notice under clause (iii) above shall be accompanied with the proof of payment of all wages and other amounts due to crew in connection with their employment on that vessel.
- f) A registered mortgage of an inland mechanically propelled vessel or share shall not be affected by any act of insolvency committed by the mortgagor after the date of the record of such mortgage, notwithstanding that the mortgagor, at the commencement of his insolvency, had the inland mechanically propelled vessel or share in his possession, order or disposition, or was the reputed owner thereof, and the mortgage shall be preferred to any right, claim or interest therein of the other creditors of the insolvent or any trustee or assignee on their behalf.

- g)
 - (i) A registered mortgage of an inland mechanically propelled vessel or share may be transferred to any person and the instrument effecting the transfer shall be in Form No. 23 as circumstances permit, and on the production of such instrument, the Registering Authority shall record it by entering in the Book of Registration, the name of the transferee as mortgagee of the inland mechanically propelled vessel or share and shall, by memorandum under his hand, notify on the instrument of transfer that it has been recorded by him stating the day and hour of the record.
 - (ii) The person to whom any such mortgage has been transferred shall enjoy the same right of preference as was enjoyed by the transferor.
 - (iii) An instrument creating the discharge of mortgage shall be in Form No. 24 appended to these rules.
- h) A registered mechanically propelled inland vessel or a share therein may be mortgaged as a security for a loan or other valuable consideration, and the instrument creating the security shall be in such form, as may be prescribed in the Inland Vessel Act, 2021 and on the production of such instrument, the Registrar of Inland Vessels who granted the certificate of registration shall record it in the book of registry.
- i) The manner and the conditions, subject to which a mechanically propelled inland vessel or a share therein may be mortgaged, shall be such as may be prescribed in the Inland Vessel Act, 2021.

CHAPTER VI

MANNING, QUALIFICATION, TRAINING, EXAMINATION AND CERTIFICATION

86. Training and minimum age for employment :

- a) The standards for qualification, training, training institutes, examination and grant of certificate of competency for the purposes of this Chapter shall be such as may be prescribed by the Inland Vessel Act, 2021.
- b) No person under the age of eighteen years shall be employed on a mechanically propelled inland vessel registered under this Act.

87. Inland vessels.— For the purpose of these rules, inland vessels shall be classified as per the following categories-

- a) The inland vessels, which fall in Category A, are decked vessels of any of the following types-
 - (i) vessels, other than house boats, which are more than 24 metres in length and house boats of more than 30 metres in length;
 - (ii) vessels which carry more than 50 passengers on board;
 - (iii) all vessels equipped for tow, having a bollard pull capacity exceeding 10 tonnes;
 - (iv) vessels designed and built to carry petroleum goods, chemicals or liquefied gases bulk as cargo;
 - (v) vessels carrying dangerous goods; and
 - (vi) vessels of 300 gross tonnage and above.
- b) Category B - Vessels not covered under Category 'A' or Category 'C'.
- c) Category C - Vessels of less than 10 m in length.

88. Minimum manning. —

- a) Every inland vessel shall have minimum manning on-board as specified in sub- rule (94).
- b) The minimum manning applicable to each inland vessel, shall be recorded by the Surveyor in the Certificate of Survey, in accordance with the type and size of the vessel, its operating area, engine capacity and such other factors as may be decided by the Central Government, from time to time.
- c) Every mechanically-propelled inland vessel shall have on board minimum following crew when in operation:-

Category A	DECK MANNING		
	GT < 500	$500 \leq \text{GT} < 1600$	GT $\geq$ 1600
	a) One master with Inland Master Class 3/ Serang certificate.	One master with Inland Master Class 2 certificate.	(a) One master with Inland Master Class 1 certificate (b) One Chief Officer with Inland Master Class 2 certificate or One master with Inland Master Class 3 certificate having 2 year experience as Master Class 3 on vessel With > 500 GT.
	ENGINE MANNING		
	kW < 425 propulsion power	Propulsion power: $425 \leq \text{kW} < 750$	kW $\geq$ 750 propulsion power
	a) One engineer with Inland Engine Driver Class 2 certificate.	a) One engineer with Inland Engine Driver Class 1 certificate.	a) One chief engineer with Inland Engineer certificate b) One second engineer with Inland Engine Driver Class 1 Certificate or Inland Engine Driver Class 2 certificate with 2 years of experiences.
	RATINGS		
	GT < 500 and kW < 425	GT $\geq$ 500 or kW $\geq$ 425	
	a) Three general purpose ratings for attending duties of deck hands, engine hands and cooking.	a) Four general purpose ratings for attending duties of deck hands, engine hands and cooking.	

Category B	DECK MANNING		
	GT < 500	500 ≤ GT < 1600	GT ≥ 1600
	a) One master with Inland Master Class 3 or Serang certificate.	6. One master with Inland Master Class 2 certificate.	(a) One master with Inland Master Class 1 certificate. (b) One Chief Officer with Inland Master Class 2 certificate.
	ENGINE MANNING		
	kW < 425 Propulsion power	Propulsion power: 425 ≤ kW < 750	Propulsion power kW ≥ 750
	a) One engineer with Inland Engine Driver Class 2 certificate	b) One engineer with Inland Engine Driver Class 1 certificate or One engineer with Inland Engine Driver class 2 certificate having 2 year experience as Engine Driver class 2 on vessel < 425 KW.	(a) One chief engineer with Inland Engineer certificate or One chief engineer with Inland Engine Driver Class 1 certificate with 2 year experience as Engine Driver Class 1 on vessel with ≥ 750 kW. (b) One second engineer with Inland Engine Driver Class 1 Certificate or Inland Engine Driver Class 2 certificate with 2 years of experience.
	RATINGS		
	GT < 500	GT ≥ 500	
	b) Two general purpose ratings for attending duties of deck hands, engine hands and cooking.	Three general purpose ratings for attending duties of deck hands, engine hands and cooking.	

Category C: Minimum manning shall be as decided by the Designated Authority.

Note 1: In the case of Serang, Engine Driver Class 2 and GP rating, the requirements specified above may be complied with within 2 years of coming into force of the Rules.

Note 2: Number of General Purpose ratings may be reduced for vessels of less than 500 GT on short duration voyages of less than 1 hour, as acceptable to the Designated Authority.

- d) Every non-mechanically propelled inland vessel defined under sub-clause (ii) of clause (y) of section 3 of the Act, 2021 of less than 15 metres length shall be manned by minimum one General Purpose Rating and every non-mechanically propelled craft of 15 metres or more in length shall be manned by minimum of two General Purpose Ratings.
- e) Any mechanically propelled inland vessel of total propulsion power not exceeding 425 kW shall be deemed to have complied with the requirements of master and engineer provided that such vessel has, as her master and engineer, a person possessing both certificates of appropriate class.
- f) The Designated Authority may specify minimum manning of higher order than prescribed in sub-rule (c), if other factors like nature of trade of the vessel, length of voyage necessitate such additional manning, in the interest of safety of life, property, environment and the inland waterways. The minimum manning scale applicable to different class or category of mechanically propelled inland vessels, categorised under this Act or such other laws for the time being in force in India, shall be such as may be prescribed by the Inland Vessel Act, 2021.

89. Appointment of examiners and examination centres.—

- a) The Chief Examiner appointed under section 36 of the Act, 2021 by the Andaman and Nicobar Administration shall be responsible for the examination and issue of certificate of competency to the persons desirous of obtaining such certificates of competency.
- b) The Andaman and Nicobar Administration may appoint examiners, in accordance with the criteria and qualification, as shall be prescribed by the Inland Vessel Act 2021, for the purpose of examining the qualifications of persons desirous of obtaining certificates under this Chapter to the effect that they are competent to undertake the responsibilities of and act as, masters, or as engineers or engine-drivers, or as such other persons, as the case may be, on the mechanically propelled inland vessels.
- c) The Chief Examiner shall be assisted by suitable number of Examiners appointed by the Andaman and Nicobar Administration.
- d) The list of examination centres, norms and standards applicable to such examination centres and the conduct of examinations or assessments shall be specified by the Andaman and Nicobar Administration by circulars issued from time to time.
- e) Each examination center shall announce its examination schedule for various grades based on the assessment of local needs, ensuring adequate frequency of the examination so that the candidates do not have to wait for more than 6 months to appear in the examination from the date of application.
- f) No person shall be appointed as Chief Examiner unless he fulfills the following qualification and experience-
 - (i) Possesses a Ministry of Transport Master (Foreign Going) or Marine Engine Operator (MEO) Class I Certificate of Competency issued by Director General of Shipping with minimum 8 years experience as Certificated Officer on ships or State Maritime Boards or Director General of Shipping or Ports; or
 - (ii) Possesses a Ministry of Transport First Mate (Foreign Going) or Marine Engine

Operator (MEO) Class II Certificate of Competency issued by Director General of Shipping with minimum 10 years experience as Certificated Officer on ships or State Maritime Boards or Directorate General of Shipping or Ports; or

- (iii) Possesses academic qualification of secondary school certificate (SSC) and above along with an Inland Vessel Master Class I or Inland Engineer certificate with a minimum of 20 years of service onboard in Inland vessels as Certificated officer of which at least 5 years shall be in the capacity of a Master or Chief Engineer.
- (iv) Possesses a Master [Near Coastal Voyage Vessel (NCV)] or Marine Engine Operator (MEO) Class III (Near Coastal Voyage Vessel -Chief Engineer Officer) Certificate with a minimum of 20 years of sailing experience of which at least 5 years shall be in the capacity of Master or Chief Engineer
- (v) Possesses qualifications as in (i), (ii), (iii) or (iv) above and experience as a faculty or examiner in an Institute or Department approved by Competent Authority or Directorate General of Shipping or Mercantile Marine Department.

Explanation:- The tenure of experience as faculty or examiner may be counted towards shipboard or inland vessel experience required under clauses (i), (ii), (iii) and (iv) of this sub-rule.

- g) The Regular Harbour Master of the Port Management Board of Administration will serve as the Chief Examiner, responsible for conducting exams and issuing certificates; or the Administration may appoint any other individual to this role, who shall be meeting the qualifications and experience outlined in Rule 88 (f).

- h) A Chief Examiner shall discharge the following duties-

- (i) Supervise overall conduct of examinations for various grades of Certificate of Competency in the State;
- (ii) Supervise overall issuance of various grades of certificates of competency; and
- (iii) Fix the frequency and schedule of examination for various grades of certificate of competency in the Andaman and Nicobar Island.
- (iv) Frame guidelines for approval of Training Institutes offering Inland Vessel courses for the Administration.
- (v) Inspect and approve Training Institutes of Administration desirous of offering Inland Vessel courses.

- i) No person shall be appointed as an examiner unless he fulfils the following qualification and experience-

- (i) Possesses a Ministry of Transport Master (Foreign Going) or Marine Engine Operator (MEO) Class I Certificate of Competency issued by Director General of Shipping with minimum 5 years experience as Certificated Officer on ships or State Maritime Boards or Directorate General of Shipping or Ports; or
- (ii) Possesses a Ministry of Transport First Mate (Foreign Going) or Marine Engine Operator (MEO) Class II Certificate of Competency issued by Director General of Shipping with minimum 7 years experience as Certificated Officer on ships or State Maritime Boards or Directorate General of Shipping or Ports; or
- (iii) Possesses academic qualification of secondary school certificate (SSC) and above along with an Inland Vessel Master Class I or Inland Engineer certificate with a minimum of 15 years of service onboard in Inland vessels as Certificated officer of which at least 5 years shall be in the capacity of a Master or Chief Engineer; or
- (iv) Possesses a Master [Near Coastal Voyage Vessel (NCV)] or Marine Engine Operator (MEO) Class III (Near Coastal Voyage Vessel -Chief Engineer Officer) Certificate with a minimum of 15 years of sailing experience of which at least 5 years shall be in the capacity of Master or Chief Engineer; and
- (v) Possesses qualifications as in (i), (ii), (iii) or (iv) above and experience as a faculty or examiner in an Institute or Department approved by Competent Authority or Directorate General of Shipping or Mercantile Marine Department.

Explanation:- The tenure of experience as faculty or examiner may be counted towards

shipboard or inland vessel experience required under clauses (i), (ii), (iii) and (iv) of this sub-rule.

- j) An Examiner shall discharge the following duties, namely:-
- (i) Supervise and conduct examinations for various grades of Certificate of Competency at an examination centre;
 - (ii) Coordinate with Chief Examiner and examination center in finalizing the Training Modules.
 - (iii) Issuance of various grades of certificates of competency;
 - (iv) Evaluate the persons who have undergone exams and training programmes and to report the list of successful candidates to the Chief Examiner; and
 - (v) Assist Chief Examiner in the discharge of his duties and responsibilities.
 - (vi) The examiners shall evaluate the persons who have undergone the training required for qualifying as masters, or as engineers or engine-drivers, or as such other persons, as the case may be, and shall report the list of successful candidates who possess the required qualifications as per the Inland Vessel Act, 2021 or such other officer appointed or authorised by notification by the Andaman and Nicobar Administration.
- k) For the purposes of this Rule and sub-section (1) of section 37 of the Act, 2021 the Andaman and Nicobar Administration may evaluate the report provided by examiners to the Chief Examiner.

90. Issuance of certificate of competency.—

- a) No candidate shall be granted a Certificate of Competency under these rules unless he secures minimum marks or aggregate marks, as the case may be, which have decided to be the minimum marks required to declare successful candidates.
- b) The examination for each grade of Certificate of Competency shall comprise of a written and oral examination which shall be based on the syllabus for each grade of examination, as may be decided by the Competent Authority and notified in the form of circulars from time to time.
- c) The Certificate of competency will be issued by the Chief Examiner as per the Inland Vessel Act 2021, the notified rules and a database in this regard will have to be maintained.
- d) The Andaman and Nicobar Administration may evaluate the report provided by the examiners, and upon confirmation as to the correctness of such report; shall grant to every candidate; who is reported by the examiners to possess the required qualification, with the certificate of competency, certifying that the candidate specified in the report is competent to serve, in such capacity as may be specified therein, on any class or category or whole of the mechanically propelled inland vessel as specified in the certificate.
- e) The Andaman and Nicobar Administration shall require for further examination or a re-examination of all or any of the candidates, if it is found that the report submitted by examiners is defective, or there exists reason to believe that such a report has been unduly made.
- f) The certificate of competency shall be in such form and manner as may be prescribed by the Inland Vessel Act, 2021.
- g) Sub-rule (b) shall not apply to issuance of Certificate of Service issued under these rules.
- h) A Certificate of Competency may be issued for the following grades, namely:-
 - (i) Deck Department-
 - Master Class 1 Certificate;
 - Master Class 2;
 - Master Class 3 or Serang Certificate.
 - GP Rating (IV)
 - Out-Board Motor (OBM)

- (ii) Engine Department-
 - Inland Engineer Certificate;
 - Engine Driver Class 1;
 - Engine Driver Class 2 Certificate.

91. Master and Deck Department.—

- a) Examination for the grant of Certificate of Competency as inland vessel Master Class 1, Master Class 2 and Master Class 3 or Serang shall be held by the examiner at the places of examination in the Andaman and Nicobar Administration on such dates as may be published by the examination centre.
- b) Every application for examination shall be filled and submitted in Form No. 29 appended to these rules together with copies of documents stated therein and such application along with the supporting documents required for ascertaining eligibility of the candidate as per the provisions of rule 89, rule 90, rule 91, rule 93, rule 94 and rule 95 shall be submitted at the examination centre as per the scheduled date as may be declared by the respective examination centres or the Designated Authority, as the case may be.
- c) The general responsibilities and authority of Master of a vessel are indicated in the schedule to these rules.

92. Minimum requirements for certification of Master Class 1 of an inland vessel.—

- a) Every candidate for certification as Master Class 1 shall-
 - (i) hold a valid Certificate of Competency as Master Class 2 of an inland vessel issued under these rules;
 - (ii) have a minimum onboard service of 3 years after 2nd Class Master, out of which one year as 2nd Class Master (in-charge of the vessel) of inland vessels for minimum 12 months in vessels not less than 500 GT;
 - (iii) produce a medical certificate as to his physical fitness in Form No. 27 appended to these rules from an Inland Waterways Authority of India or Designated Authority empanelled MBBS medical practitioner or medical officer of district government health centre or municipality approved doctor;
 - (iv) have successfully attended approved Preparatory Course for Master Class 1, which shall be an approved course by the competent authority and the minimum course duration, contents and structure of the Preparatory Course for Master Class 1 shall be as per the training programmes approved by the competent authority and notified form of guidelines or circulars, from time to time;
 - (v) have completed the five basic safety courses for inland vessels approved by competent authority, namely:-
 - Elementary First Aid (EFA);
 - Proficiency in survival techniques (PST);
 - Personal safety and social responsibility (PSSR);
 - Fire Prevention and Fire Fighting (FPFF); and
 - Security Training For Seafarers with Designated Security Duties (STSDSD).
- b) Notwithstanding anything contained in this rule, the Andaman and Nicobar Administration may stipulate requirements, other than those specified in sub-rule (a) above, as mandatory for any particular area of inland water, which requires compliance with the said requirements to ensure safe navigation or operation of inland vessel.

93. Minimum requirements for certification of Master Class 2 of an inland vessel.—

- a) Every candidate for certification as Master Class 2 shall-
 - (i) be in possession of valid Master Class 3 or Serang Certificate of Competency issued under these rules;
 - (ii) have a minimum service of 36 Months out of which 12 Months shall be as Serang;
 - (iii) shall produce a medical certificate as to his physical fitness in Form No. 27 appended to these rules from an Inland Waterways Authority of India or Designated Authority empanelled MBBS medical practitioner or medical officer of district government health centre or municipality approved doctor;

- (iv) have successfully attended approved Preparatory Course for Master Class 2, which shall be an approved course by the competent authority and the minimum course duration, contents and structure of the Preparatory Course for Master Class 2 shall be as per the training programmes approved by the competent authority, and notified in the form of guidelines or circulars, from time to time; and
 - (v) have completed the five basic safety courses for inland vessels approved by competent authority namely:
 - Elementary First Aid (EFA);
 - Proficiency in survival techniques (PST);
 - Personal safety and social responsibility (PSSR);
 - Fire Prevention and Fire Fighting (FPFF); and
 - Security Training For Seafarers with Designated Security Duties (STSDSD).
- b) Notwithstanding anything contained in this rule, the Andaman and Nicobar Administration may stipulate requirements, other than those specified in sub-rule (a) above, as mandatory for any particular area of inland water, which requires compliance with the said requirements to ensure safe navigation or operation of inland vessel.

94. Minimum requirements for certification of Master Class 3 or Serang of an inland vessel:

- a) Every candidate for certification as Master Class 3 or Serang shall be;
 - (i) A Citizen of India;
 - (ii) Not less than twenty one years of age;
 - (iii) Medically fit and produce a medical certificate as to his physical fitness in Form No. 27 appended to these rules from an Inland Waterways Authority of India or Designated Authority empanelled MBBS medical practitioner or medical officer of district government health centre or municipality approved doctor;
 - (iv) have successfully attended approved Preparatory Course for Master Class 3 or Serang, which shall be an approved course by the competent authority and the minimum course duration, contents and structure of the Preparatory Course for Master Class 3 or Serang shall be as per the training programmes approved by the competent authority and notified in the form of guidelines or circulars, from time to time, shall have minimum service of 36 Months on inland vessels; and
 - (v) have completed the five basic safety courses for inland vessels approved by competent authority namely:-
 - Elementary First Aid (EFA);
 - Proficiency in survival techniques (PST);
 - Personal safety and social responsibility (PSSR);
 - Fire Prevention and Fire Fighting (FPFF); and
 - Security Training For Seafarers with Designated Security Duties (STSDSD).
- b) Notwithstanding anything contained in this rule, the Andaman and Nicobar Administration may stipulate requirements, other than those specified in sub-rule (a) above, as mandatory for any particular area of inland water, which requires compliance with the said requirements to ensure safe navigation or operation of inland vessel.
- c) Existing Serangs serving on Inland Vessels shall be allowed to serve as Serangs and given maximum 2 years of time to undergo new training program.

95. Minimum requirements for certification of Master Class 3 or Serang of an inland vessel for existing Lascars or Deck Hands prior to enactment of these rules.—

- a) For the purposes of certification of Lascars or Deck Hands, who have started services in inland vessels before the enactment of these rules, the following conditions shall apply-
 - (i) shall be 8th class pass from a board recognized by the Central or State Government;
 - (ii) be able to read and write in Hindi or English or Regional Language of the State;
 - (iii) meeting any one of the following minimum service criteria
 - four years of service on Inland vessels or sea going vessels of not less than 500 GT; or
 - five years on vessels of not less than 24 metres in length; or
 - six years on vessel not less than 15 metres in length; or

- such candidates who have served on the vessels of Defence, Police, Provincial Armed Constabulary or other Paramilitary forces for 5 years or more; and
- (iv) performed at least one year of service which shall be as helmsman or an Assistant Master (Deck) or Seacunny.

- b) Notwithstanding anything contained in this rule, the Andaman and Nicobar Administration may stipulate requirements, other than those specified in sub-rule (a) above, as mandatory for any particular area of inland water, which requires compliance with the said requirements to ensure safe navigation or operation of inland vessel.

96. Minimum requirements for certification of Master Class 3 or Serang of an inland vessel for new entrants through rating route.—

- a) For the purposes of certification of new entrants through rating route, including existing Lascars or Deck Hands or General Purpose Rating they shall meet the following requirements-
 - (i) passed 10th class examination from board recognised by the Central or State Government;
 - (ii) successfully completed General Purpose Rating Course at National Inland Navigation Institute, Patna or similar training establishment approved by the State; and
 - (iii) have minimum three years of services on Inland vessels or sea going vessels out of which one year of the service shall be as Helmsman or as Seacunny.
- b) Notwithstanding anything contained in this rule, the Andaman and Nicobar Administration may stipulate requirements, other than those specified in sub-rule (a) above, as mandatory for any particular area of inland water, which requires compliance with the said requirements to ensure safe navigation or operation of inland vessel.

97. Minimum requirements for certification of Master Class 3 or Serang of an inland vessel for new entrants through cadet training route.—

- a) For the purposes of certification of new entrants through cadet training route, they shall meet the following requirements-
 - (i) candidates who have passed class 12th class examination from board recognised by the Central or the State Government;
 - (ii) successfully completed Inland Vessel Cadets Training from any training institute approved by the State Government, which conducts training programmes approved by the Competent Authority; and
 - (iii) shall have two years of services on Inland vessels or sea going vessels provided the total service has been performed as Inland Vessel cadet apprentice with onboard vessel Structured Training Program verified in record book and approved or conducted by the State Government, which conducts the requisite training programmes approved by the Competent Authority and should have performed at least six months watch keeping service under qualified Master Class 1 or Class 2 or Class 3 Serang on board the vessel plying in the port or Inland vessels of the State.
- b) Notwithstanding anything contained in this rule, the Andaman and Nicobar Administration may stipulate requirements, other than those specified in sub-rule (a) above, as mandatory for any particular area of inland water, which requires compliance with the said requirements to ensure safe navigation or operation of inland vessel.

A certificate of service shall be issued in Form No. 28 appended to these rules shall have the same effect as a certificate of competency granted under these rules.

98. Engineering department.—

- a) Examination for the grant of certificate of competency as Inland Engineer Certificate, Engine Driver Class 1 Certificate, Engine Driver Class 2 shall be held by the examiner at the places of examination in the Andaman and Nicobar Administration, on such dates as may be published by the examination centre.
- b) Every application for examination shall be filled and submitted in Form No. 29 appended to these rules together with copies of documents stated therein and such application along with

the supporting documents required for ascertaining eligibility of the candidate, shall be submitted at the examination centre before the scheduled date as may be declared by the respective examination centres or the designated authority.

99. Minimum requirements for certification of Engineer of an Inland vessel.—

- a) Every candidate for certification as Inland Vessel Engineer shall be-
 - (i) in possession of Engine Driver Class 1 Competency Service issued under the Act along with academic qualification or Secondary School Certificate (SSC) and above;
 - (ii) there shall be minimum onboard service of 3 years on vessels having propulsion power more than 750 kW, after 1st Class Engine Driver competency out of which one year as 1st Class Engine Driver (Engine room in-charge) of Inland Vessels;
 - (iii) shall produce a medical certificate as to his physical fitness in Form No. 27 appended to these rules from an Inland Waterways Authority of India or Designated Authority empanelled MBBS medical practitioner or medical officer of district government health centre or municipality approved doctor;
 - (iv) shall have successfully attended approved Preparatory Course for Inland Vessel Engineer, which shall be an approved course by the Competent Authority; and
 - (v) have completed the five basic safety courses for inland vessels approved by the Competent Authority namely:-
 - Elementary First Aid (EFA);
 - Proficiency in survival techniques (PST);
 - Personal safety and social responsibility (PSSR);
 - Fire Prevention and Fire Fighting (FPFF); and
 - Security Training For Seafarers with Designated Security Duties (STSDSD).
- b) For the purpose of this rule, the minimum course duration, contents and structure of the Preparatory Course for Inland Vessel Engineer shall be notified by the Competent Authority in the form of guideline or circulars, from time to time.

100. Minimum requirements for certification of Engine Driver Class 1 of an inland vessel.—

- a) Every candidate for certification as Engine Driver Class 1 shall-
 - (i) be in possession of valid 2nd Class Engine Driver, Certificate of Competency issued under the Act;
 - (ii) minimum service of 36 Months out of which 12 Months shall be as 2nd Class Engine Driver;
 - (iii) Produce a medical certificate as to his physical fitness in Form No. 27 appended to these rules from an Inland Waterways Authority of India or Designated Authority empanelled MBBS medical practitioner or medical officer of district government health centre or municipality approved doctor;
 - (iv) have successfully attended approved Preparatory Course for Engine Driver Class 1, which shall be an approved course by the Competent Authority; and
 - (v) have completed the five basic safety courses for inland vessels approved by Inland Waterways Authority of India or Director General Shipping or Andaman and Nicobar Administration namely:-
 - Elementary First Aid (EFA);
 - Proficiency in survival techniques (PST);
 - Personal safety and social responsibility (PSSR);
 - Fire Prevention and Fire Fighting (FPFF); and
 - Security Training For Seafarers with Designated Security Duties (STSDSD).
- b) For the purpose of this rule, the minimum course duration, contents and structure of the Preparatory Course for Engine Driver Class 1 shall be such as may be specified by the Competent Authority in the form of guideline or circulars, from time to time.

101. Minimum requirements for certification of Engine Driver Class 2 of an inland vessel.—

- a) age should not be less than 21 years;
- b) shall have completed preparatory course of 1 month duration and possess a valid Course Completion Certificate;
- c) produce a medical certificate as to his physical fitness in Form No. 27 appended to these rules from an Inland Waterways Authority of India or Designated Authority empanelled MBBS medical practitioner or medical officer of district government health centre or municipality approved doctor;
- d) shall have minimum service of 36 Months on Inland Vessels;
- e) existing Engine Driver Class 2 serving on Inland Vessels shall be allowed to serve as Engine Driver Class 2 and given maximum of 2 years time to undergo new training program.

102. Minimum requirements to join as General Purpose Rating of an inland vessel.—

- a) Every candidate for certification as General Purpose Rating shall-
 - (i) be a citizen of India;
 - (ii) not be less than 18 years of age; and
 - (iii) have passed minimum 8th class for existing Deck or Engine Hands of inland vessel and passed minimum 10th for new entrants;
 - (iv) produce a medical certificate as to his physical fitness in Form No. 27 appended to these rules from an Inland Waterways Authority of India or Designated Authority empanelled MBBS medical practitioner or medical officer of district government health centre or municipality approved doctor.
 - (v) If new entrant, shall have completed approved induction training for General Purpose Ratings at any institute conducting the respective training courses, which has been approved by the Competent Authority;
 - (vi) If Existing Deck or Engine Hand shall have completed minimum 2 years as assistant Deck or Engine Hand on an Inland Vessel and have obtained a Certificate of Proficiency from a Master Class 1 or Class 2 or Class 3 for Deck Hand or from Engineer or Engine Driver Class 1 or Class 2 for Engine Hand under whom he has completed last six months of training as assistant deck or engine hand.

Provided that, the existing Deck or Engine Hands shall be required to undergo an approved conversion course to General Purpose Rating and such Conversion Course shall be approved course by the Competent Authority.

- (vii) have completed the five basic safety courses for inland vessels approved by Inland Waterways Authority of India or Director General Shipping or Andaman and Nicobar Administration namely:-
 - Elementary First Aid (EFA);
 - Proficiency in survival techniques (PST);
 - Personal safety and social responsibility (PSSR);
 - Fire Prevention and Fire Fighting (FPFF); and
 - Security Training For Seafarers with Designated Security Duties (STSDSD).
- b) For the purpose of this rule, the minimum course duration, contents and structure of the conversion course to General Purpose Rating shall be as may be notified by the Competent Authority in the form of guideline or circulars, from time to time.
- c) Existing Ratings or Lascars serving on Inland Vessels shall be allowed to serve as Ratings or Lascars and given minimum 2 years of time to undergo new training program.

103. Minimum requirements for Certification of OBM Operator for Power Boats

- a) A pass in 10th Std. and shall be able to read and write in English and Hindi.
- b) He should be not less than 18 yrs. of age, and
- c) In possession of valid Power Boat Handling (PBH) Certificate from NIWS or its equivalent as acceptable to the Administration and valid for Maximum 2 years.
- d) In possession of Life Saving Techniques (LST) Certification from NIWS or its equivalent as acceptable to the Administration.
- e) Shall produce a medical certificate as to his physical fitness in Form No. 27
- f) Must successfully undergo a capsule course comprising of the topics mentioned below at DBRAIT, Sri Vijaya Puram or any other organization/institute which is approved by the Administration –
 - (i) Rules of Road
 - (ii) Storm signal
 - (iii) Navigational mark in Inland waters notified by the Administration,
 - (iv) Basics of First Aid, Life Saving Appliances and Fire Fighting Appliances
 - (v) Communication.

Exemption with regard to Educational Qualification will only be permissible for the personnel employed prior to Notification of these Rules.

104. Certificate of service:

- a) The Andaman and Nicobar Administration may, on an application, without examination, grant a certificate of service to any person who has served as a master, or as an engineer, of a vessel of the Coast Guard, Indian Navy or regular Army for such period as may be prescribed in this behalf by the Central Government, to the effect that he is competent to act, as a first-class master, second-class master or serang, or as an engineer, first-class engine-driver or second-class engine-driver or in such capacity as may be specified therein, as the case may be, on board the mechanically propelled inland vessel.
- b) For the purposes of granting of certificate of service under sub-section (a), the Andaman and Nicobar Administration shall verify the certificate, certifying the competence of the applicant as issued by the Coast Guard, Indian Navy or regular Army, as submitted to it by such applicant along with his application.
- c) Notwithstanding anything contained herein, the Andaman and Nicobar Administration may by recording reasons thereof, refuse granting of certificate of service under sub-section (a)
- d) A certificate of service so granted under sub-section (a), shall be in such form and manner; and shall be subject to such conditions, as may be prescribed by the Inland Vessel Act, 2021 and shall have the same effect as a certificate of competency granted under section 37.
- e) A candidate who has served as a master or as an engineer of a vessel of the Indian Coast Guard, Indian Navy or Indian Army for a period of 5 years may be granted a certificate of service as a Master Class 1, Master Class 2, Master Class 3 or Serang, Inland Engineer, Engine Driver Class 1 or Engine Driver Class 2 depending on the size of vessel served and on successful completion of relevant preparatory course including the five basic safety courses from any institute recognised by the Competent Authority.
- f) Candidates who are found to have complied with sub-rule (e) above, shall be exempted from written examination, but shall be required to qualify the oral examination:

Provided that relevant certificates of competence issued by the Indian Coast Guard, Indian Navy or Indian Army submitted by the applicant, shall be verified by the Designated Authority.

105. Effect of certificate of competency or certificate of service :

- a) Subject to the provisions of this Act and such conditions as may be prescribed by the Inland Vessel Act 2021, a certificate of competency or certificate of service shall be valid throughout India

106. Suspension and cancellation of certificate:

- a) Any certificate or Licence granted or any endorsement made therein under this Rules may be suspended or cancelled by the Administration in any of the following cases :
 - (i) If the holder of any certificate issued under this Chapter is found to have acted in contravention to the provisions of this Act or the rules made thereunder; the said certificate shall be liable to be suspended or cancelled.
 - (ii) The Andaman and Nicobar Administration or any officer appointed or authorised under this Chapter shall issue notice to the holder of certificate and shall provide him an opportunity of being heard before suspension or cancellation of certificates issued under this Chapter.
 - (iii) Notwithstanding anything contained in sub-section (ii), the Andaman and Nicobar Administration or any officer appointed or authorised under this Chapter, may suspend or cancel the certificate of competency or the certificate of service granted under this Chapter by recording reasons thereof.
 - (iv) If a certificate issued under the provisions of this Chapter is suspended or cancelled, the holder of such certificate shall deliver it to the Andaman and Nicobar Administration or such officer, appointed or authorised by that Government by notification in Official Gazette under this Chapter.
 - (v) if, on any investigation made under the IV Act, the Court reports that 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 has been guilty of any gross act of drunkenness, tyranny or other misconduct, Or
 - (vi) if the holder of such certificate is proved to have been convicted of any non-bailable offence, OR
 - (vii) if the holder of such certificate is proved to have deserted his vessel or has absented himself, without leave and without sufficient reason, from his vessel or from his duty; OR
- b) Chief Examiner may revoke any order of suspension or cancellation which it may have made under this Chapter to grant new certificate, or grant, without examination to any person whose certificate it has so cancelled a new certificate. A certificate so granted shall have the same effect as a certificate of competency granted under this Act after examination.

107. Registry of certificate holders and central registry:

- a) The Andaman and Nicobar Administration shall maintain registers in electronic format to record, the details and data of the certificate, and the respective certificates, issued under this Chapter in such form and manner as may be prescribed by it.
- b) The Andaman and Nicobar Administration shall report and update the Central Government with the information on data and details of certificates issued, granted, cancelled or suspended or such other remarks, made by the respective authority in regular intervals, as may be prescribed in the Inland Vessel Act, 2021.
- c) The Central Government shall update the central data base with the reports and information received from all the State Governments under this Chapter in electronic format.

108. Certificate to be made in duplicate:

Every certificate of competency or service and every licence granted under these Rules and / or the Act shall be made in duplicate, and one copy shall be delivered to the person entitled to the certificate, or license and the other shall be kept and recorded with the issuing authority with one set of such record forwarded to Chief Examiner on quarterly basis.

109. Copy of Certificate or licences to be granted in certain cases :

Whenever a master or serang, or an engineer or engine-driver, proves, to the satisfaction of the authority which granted his certificate, or licence that he has, without fault on his part, lost or been deprived of it, a copy of the certificate or licence to which according to the record kept

under rule 104, he appears to be entitled shall be granted to him and shall have the same effect as the original.

110. Area in Which certificates of competency or service and licences shall have effect

- a) A certificate of competency or service and licence granted under these rules shall have effect through out India: Provided further that such certificate or licence may be endorsed by the Administration of any other State/Union Territory or with the general or special sanction of the Administration of such other State/Union Territory by the authority granting it so as to have effect in such other State/Union Territory or any part thereof and thereupon shall have effect accordingly.
- b) Provided that the authority granting such certificate or licence may, by endorsement thereon, restrict the effect of such certificate or licence to any part of such State/Union Territory.
- c) A certificate of competency or service and licence granted by Government of any other Indian State/Union Territory shall have same effect and applicability in the Inland Vessels and Inland Waters of ANI subject to compliance of following additional conditions:
 - (i) Master and Deck Department: The certificate holder serves for a minimum period of 3 months on an inland vessel plying in the Andaman and Nicobar Islands under the charge of a Master duly qualified to command an inland vessel plying within the region and subsequently clear the river test conducted by Chief Examiner appointed by Administration
 - (ii) Engineering Department: Endorsement may be granted weather any additional requirement as per rule 106(c).

111. Validity of Certificates of Competency and Licences:

The validity of all competency certificates issued for the first time to the candidates who pass the Masters, Serangs, Engineers, Engine Drivers or General Purpose Rating's examination shall be for period of five years.

112. Revalidation of Certificates of Competency:

- (i) In case the holder of Certificate of Competency has served in Inland Vessel for minimum period of 1 year during the last 5 years, he shall apply for renewal to the Examiner at any examination centre in Form No. 30 together with supporting documents and appropriate fees. On processing of his documents the Certificate shall be revalidated for next 5 years till the applicant attains an age of 60 years. After 60 years the certificates shall be revalidated for a period of 2 years at a time upto 65 years of age subject to medical fitness and/or as regulated by the issuing authority.
- (ii) In case the holder of Certificate of Competency does not fulfill the requirement of service on Inland Vessels prescribed in rule 108 (i) above, but has served in Inland Vessel for a minimum period of 1 year in last 10 years, he shall be required to clear the examination conducted by the Administration. On successful completion of the course, he shall apply for renewal to the Examiner at any examination centre in Form No. 30 together with supporting documents and appropriate fees. On processing of his documents the Certificate shall be revalidated for next 5 years.
- (iii) In case a holder of Certificate of Competency does not fulfill the requirements of rule 108 (i) or rule 108 (ii), his lapsed Certificate of Competency may be revalidated on successful clearance of the examination conducted by the Administration for the applicable grade and accruing 3months service on inland vessel in lower grade.

113. Reporting to Competent Authority. —

The Andaman and Nicobar Administration shall report and update to IWAI with the information on data and details of certificates issued, granted, cancelled or suspended or such other remarks, made by the respective authority at regular intervals of not more than thirty days.

SCHEDULE

MASTER'S RESPONSIBILITIES AND AUTHORITY

[See rule 87 (c)]

The Master has overall responsibility on board the vessel. Assistance from the Company shall be given as advice only, leaving the final decision and responsibility with the Master.

He shall be responsible for proper ship safety and maintenance of the vessel including assigning tasks to all persons onboard including-

- (1) watch keeping;
- (2) maintenance planning and follow-up;
- (3) emergency measures and drills;
- (4) cargo operations; and
- (5) all tasks relevant to safe ship operation.

The Master shall ensure that all emergency procedures are defined and maintained through planning, training and drills in view to minimize the consequences if accidents or incidents should occur, including anti-pollution and safety measures, in the best interest of crew, vessel and environment.

Master shall ensure that all lifesaving and safety equipments are kept in a proper order according to regulations at all times.

The Master shall be responsible to report to the Company about all the defects and other matters which could affect the safe operation of the ship or could present a risk of pollution and which require the assistance of the Company to ensure that they are rectified and implemented on board of all vessels concerned.

The Master is responsible for the vessel in accordance with rules and regulations issued by-

- National authorities;
- Andaman and Nicobar Administrations or Maritime Boards; and
- Classification societies.

and has full Authority to take the proper decision according to the circumstances.

The Master is responsible for the safe navigation at all times, crew relation, catering and welfare, good discipline, evaluation of crew performance training, familiarization and working morale.

The Master is responsible for all necessary reporting and liaisons on board. He represents the Company, the owners as well as the charterers, and is the reporting line to the Company, owners, charterers, and any third party, if required.

The Master is responsible for accounting of the vessel, chest, provisions, control of purchasing, and if necessary to report any discrepancy.

One of his main functions is to keep himself professionally up to date, to provide his experience to the ship's staff in a way to increase experience and professional updating.

The Master is responsible for the feedback line of data from the ship to the company or any third party, as may be required.

The Master is responsible for the seaworthiness, navigation, cargo and maintenance of his vessel, according to all mandatory regulations. He is responsible to identify all defects, to report them to the Company, to the Classification Society, to any third party if relevant and, if this is not possible, to handle them directly on board. The Master shall assist the shore based management with information.

The Master is responsible for all reporting obligations on board.

CHAPTER VII
SPECIAL CATEGORY VESSELS

114. Special category vessels.—

- a) For the purposes of this Chapter, the Central Government may, by rules to be made in this behalf, specify the criteria and standards to identify any class or category of mechanically propelled inland vessels as special category vessels based on their design, construction, use, purpose, area of plying, source of energy or fuelling, or any other criteria or standards.
- b) The requirements of construction, design, survey, registration, manning, qualification, competency, or the requirements in addition to those contained elsewhere in this Act shall be such, as may be prescribed in the Inland Vessel Act, 2021.
- c) The Andaman and Nicobar Administration shall identify the mechanically propelled inland vessels as special category vessels based on the criteria and standards prescribed in the Inland Vessel Act, 2021 under sub section (a).

115. Appointment or authorisation of officers to implement provisions, grant certificate of fitness, etc.—

- a) The Andaman and Nicobar Administration shall appoint or authorise such number of officers for the purpose of performing duties and implementing the provisions of this Chapter.
- b) On an application made by owner, operator or master of any mechanically propelled inland vessel in such form as may be prescribed by the Andaman and Nicobar Administration, any officer appointed or authorised under sub-section (a), on being satisfied that such vessel complies with the provisions of this Act and falls under the special category vessels as identified in this Chapter, and subject to such other conditions including validity as may be prescribed by the Andaman and Nicobar Administration, may grant a certificate of fitness, in such form and manner as may be prescribed by that Government.
- c) The officer appointed or authorised under sub-section (a) may, for reasons to be recorded in writing, refuse to grant the certificate of fitness in respect of an application made under sub-section (b).

116. Safety of passengers or service users.—

- a) The safety features, gears and such other measures by which any mechanically propelled inland vessel, identified as special category vessel under this Chapter, shall comply with and be equipped in accordance with the categorisation of such vessel, shall be such as may be prescribed by the Andaman and Nicobar Administration.
- b) The maximum carrying capacity of the vessel identified as special category vessel by specifying the safety loadline or the limits of loadline to keep them afloat, or such other criteria and conditions, other than those mentioned elsewhere in this Act for the safe voyage of such inland vessel, shall be such as may be prescribed by the Andaman and Nicobar Administration.

117. Inspection of vessel.—

- a) The surveyor may, other than for the purpose of survey, at any reasonable time, go on board any special category vessel, and inspect the respective vessel including the hull, equipment and machinery or any part or properties of such vessel.
- b) The owner, operator, agent, master and any such person in-charge of the special category vessel, shall make available all necessary facilities to the surveyor for inspection and survey, and all such information regarding the vessel and her machinery and equipment, or any part thereof, respectively, as the surveyor or such other officer may reasonably require.

118. Suspension or cancellation of certificate of fitness.—

- a) If any special category vessel does not comply with the provisions of this Act or the rules made thereunder, the Andaman and Nicobar Administration may issue notice to the owner or operator or master or any person in-charge of such vessel, for rectifying the noncompliance within such time as may be specified therein.
- b) In case of continuance of non-compliance by the owner or operator or master or any person incharge of the special category vessel even after receipt of the notice issued under subsection (a), the Andaman and Nicobar Administration may, after providing an opportunity of being heard and for reasons to be recorded in writing, suspend or cancel the certificate of fitness issued to such vessel under this Chapter.
- c) If the certificate of fitness of a special category vessel has been suspended or cancelled under subsection (b), then such vessel shall cease to operate till the suspension is revoked, or in the event of cancellation, shall cease to operate till a new certificate of fitness is granted.

CHAPTER VIII

NAVIGATION SAFETY AND SIGNALS

Part - I

119. Definitions.-

a) In these rules, unless the context otherwise requires,--

- (i) "Act" means the Inland Vessels Act, 2021(24 of 2021);
- (ii) "All-round light" means a light showing an unbroken light over an arc of the horizon of 360 degrees;
- (iii) "existing vessel" or "existing inland vessel" means any mechanically propelled inland vessel which is not a new vessel or a new inland vessel that falls within the definition of inland vessel as provided in clause (q) of section 3 of the Act;
- (iv) "flashing light" means a light flashing at regular intervals;
- (v) "length and breadth of a vessel" means maximum length and breadth of a vessel;
- (vi) "major conversion or modification" means any of the following-
 - change in gross tonnage of the vessel by more than 10 per cent.;
 - change of vessel type; or
 - change of propulsion system or main engines or type of fuel.
- (vii) "masthead light" means a white light placed over the fore and aft centre-line of the vessel showing an unbroken light over an arc of the horizon of 22.5 degrees to show the light from right ahead to 22.5 degrees abaft the beam on either side of the vessel;

Provided that the masthead light shall be that this light shall be placed as far as practicable at height above the uppermost continuous deck of not less than 3 metres for vessels of 20 metres or more in length and 2 metres for vessels of less than 20 metres in length.

- (viii) "new inland vessel" means any inland vessel whose keel is laid or which is at a similar stage of construction on or after the date of coming in to force of the rules;
- (ix) "prolonged blast" means a blast of about 4 to 6 second duration;
- (x) "restricted visibility" means any condition in which visibility is restricted by fog, mist, heavy rainstorms, sandstorms or any other similar causes;
- (xi) "sailing vessel" means any vessel under sail provided that propelling machinery if fitted, is not being used;
- (xii) "short blast" means a blast of about one second duration;
- (xiii) "sidelights" means 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 22.5 degrees abaft the beam on its respective side;

Provided that in an inland vessel of less than 20 metres in length the sidelights may be combined in one lantern carried on the fore and aft centre-line of the vessel and; such Sidelights shall be placed not less than 1 metre below the mast headlight.

- (xiv) "stern light" means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel;
- (xv) "towing light" means a yellow light having the same character as the "stern light" defined in clause (p);
- (xvi) "underway" means a vessel is not at anchor or made fast to the shore or aground;
- (xvii) "vessel engaged in fishing" means any vessel carrying on fishing with nets, lines, trawls or other fishing apparatus which restrict manoeuvrability"
- (xviii) "vessel not under command" means a vessel, in some exceptional circumstances is unable to manoeuvre as required by these rules and is unable to keep out of the way of

another vessel;

(xix) "vessel restricted in her ability to manoeuvre" means a vessel which from the nature of her work is restricted in her ability to manoeuvre as required by these rules and is therefore unable to keep out of the way of another vessel and the following vessels shall be regarded as vessels restricted in their ability to manoeuvre -

- a vessel engaged in laying, servicing or picking up a navigation, mark, submarine cable or pipeline;
- a vessel engaged in dredging, surveying or under water operations; or
- a vessel engaged in towing operation which renders her unable to deviate from her course; and

(xx) "whistle" means any sound signalling appliances capable of producing the prescribed blast.

b) Words and expressions used and not defined in these rules but defined in the Act, shall have the meanings respectively assigned to them in the Act.

120. Navigation safety, lights and signals:

- (a) The specifications and requirements of signals and equipment based on classification and categorisation of mechanically propelled vessels, to be complied with by such vessels shall be such as may be prescribed in the Inland Vessel Act, 2021.
- (b) The fog and distress signals to be carried and used, the steering and sailing rules to be complied with and the different protocols for exhibition and display of different standards of lights, shapes and signals, by any mechanically propelled vessel plying in inland waters shall be such, as may be prescribed in the Inland Vessel Act, 2021.
- (c) The owner or master of every mechanically propelled vessel, while in the inland water limit, shall comply with the rules made under sub-sections (a) and (b), and shall not carry or exhibit any lights or shapes or use any fog or distress signals, other than that required to be exhibited under this Chapter or the rules made thereunder.

121. Obligation to ensure safe navigation.—

- (a) Every mechanically propelled vessel shall adopt necessary measures to prevent collision and to ensure safe navigation through inland waters.
- (b) If any damage to person or property arises in the inland water limit due to non-observance of any of the rules made under this Chapter by any mechanically propelled vessel, the damage shall be deemed to have been occasioned by the willful default of the person in-charge of such vessel at that time, unless it is shown to the satisfaction of the court that the circumstances of the case demanded deviance from the applicable rules.

122. Compliance of requirements.-

- a) All existing inland vessels shall comply with the requirements existing prior to coming into force of these rules: Provided that the existing inland vessels that undergo major conversion or modification shall comply with the requirements specified in these rules, as far as it is considered reasonable and practicable by the Designated Authority.
- b) Subject to sub-rule (a), the owner or the master of the new inland vessel, shall ensure that the vessel is constructed, maintained- and operated under the requirements related to safe navigation, communication and signals as provided under these rules and the vessel is suitable for its intended service.
- c) No new inland vessel shall be issued with the certificate of survey under the Act and the Inland Vessels (Survey and Certification) Rules, 2022, unless such vessel complies with requirements related to safe navigation, communication and signals including the physical design of the inland vessel or equipment that the inland vessel shall carry, or those which are operational or procedural in nature:
- d) Provided that Designated authority shall ascertain that there is evidence of procedures in

place to demonstrate that the inland vessels are operated in compliance with the requirements provided under these rules.

- e) Notwithstanding sub rule (a) to (c), the Andaman and Nicobar Administration may apply any additional requirements to any category of vessels.
- f) Andaman and Nicobar Administration may exempt any inland vessel that embodies features of a novel kind from any of the provisions of these rules, the application of which might seriously impede research into development of such features and their incorporation in vessels and any such vessel shall, however, comply with such requirements that, in the opinion of the Designated Authority, achieve a standard which is equivalent or higher than those prescribed under these rules.

PART II – COMPLIANCE AND STANDARDS

123. Equipment Standards and Guidance.-

Any particular piece of equipment or machinery that the inland vessels shall be provided with in compliance with these Rules; shall be in accordance with national or international standards such as Bureau of Indian Standards(BIS) / International Organization for Standardization (ISO).

124. Conduct of vessels in any condition of visibility.-

- a) Every inland vessel shall at all times maintain a proper look-out by sight and hearing by all available means appropriate in the prevailing circumstances and conditions to make a full appraisal of the situation and of the risk of collision and such vessels shall make use of searchlights to locate luminous marks used for channel marking.
- b) 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.
- c) In determining a safe speed, the following factors shall be taken into account;
 - (i) By all vessels:-
 - the state of visibility;
 - the traffic density including concentration of fishing vessels or other vessels;
 - the maneuverability of the vessel with special reference to stopping distance and turning ability, in the prevailing conditions;
 - the state of the river, wind, current and the proximity of navigational hazards;
 - state and availability of shore, navigational aids and channel marking during day and night;
 - speed restrictions imposed by the waterway authority;
 - the draught of the vessel in relation to the available depth of water; and
 - at nights, the presence of background light such as from the shore lights or from the back scatter of her own lights.
 - (ii) By vessels with operational radar:-

In addition to the factors at clause (i), the following factors shall be taken into account-

- the characteristics, efficiency of the radar equipment;
- the number, location and movement of vessels detected by radar; and
- the exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or objects in the vicinity.

PART III - STEERING AND SAILING**125. Risk of collision.–**

- a) Every vessel shall use all available means appropriate to the prevailing circumstance and conditions to determine if risk of collision exists and if there is any doubt such risk shall be deemed to exist.
- b) In determining if risk of collision exists the following consideration shall be taken into account-
 - (i) 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;
 - (ii) such risk may sometimes 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
 - (iii) for vessel not fitted with a compass, if the relative position remains unchanged.

126. Action to avoid collision.–

- a) Any action taken to avoid collision shall, if the circumstances of the case admit be positive, made in ample time and with due regard;
- b) 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 and any succession of small alteration of course or speed shall be avoided.
- c) If there is sufficient room, alteration of course alone may be the most effective action to avoid a close quarter's situation and if it is made in good time, and does not result in another close quarters situation.
- d) Action taken to avoid collision with another vessel shall result in passing at a safe distance and the effectiveness of the action shall be carefully checked, until the other vessel is finally passed.
- e) 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.

127. Confined channels.–

- a) Any inland vessel proceeding along the course of a confined channel shall keep as near to the outer limit of the channel which lies on her starboard side as is safe and practicable and any vessel of less than 10 metres in length or a sailing vessel shall not impede the passage of any other vessel which can safely navigate only within the marked channel.
- b) Any inland vessel shall not cross a navigable channel, if such crossing impedes the passage of any other vessel proceeding upstream or downstream along the navigable channel.
- c) In a confined channel overtaking 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 specified in sub-rule (2) of rule 33.
- d) The vessel to be overtaken shall if in agreement, sound appropriate signals prescribed in sub-rule (2) of rule 33 and take action to permit safe passing and if in doubt she may sound the signal prescribed in sub-rule (3) of rule 33 and also comply with obligation under rule 13.
- e) Any inland vessel nearing a bend or an area of a confined 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 33
- f) Every vessel shall, avoid anchoring in a confined channel.

Explanation.– For the purposes of these rules, the confined channels are channels of restricted width and surrounded by shallow water limiting the ability of vessels to manoeuvre and usually

marked by buoys.

128. Single lane traffic.-

- a) When single lane traffic is in force, vessels shall
 - (i) join the lane only when the traffic signal permits to do so;
 - (ii) proceed with maximum permissible speed and clear the channel as quickly as possible; and
 - (iii) 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.
- b) Notwithstanding anything contained in sub-rule (a), Andaman and Nicobar Administration may by guidelines or circulars issue directions for any particular area of inland waters which require special traffic regulation to ensure safe and smooth navigation.

PART IV - CONDUCT OF VESSELS IN SIGHT OF ONE ANOTHER

129. Sailing vessels.-

When two sailing vessels are approaching one another involving risk of collision, one of them shall keep out of the way of the other by following-

- a) in a non-tidal river when one vessel is proceeding upstream and the other vessel is proceeding downstream, the vessel proceeding upstream shall keep out of the way of the other;
- b) when both the vessels are proceeding, upstream or downstream and in a tidal lagoon the vessel which is on windward shall keep out of the way of the vessel which is towards leeward;
- c) any vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- d) 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.

Explanation.- For the purposes of this rule, "upstream" shall be the direction against current and downstream shall be the direction with the current and "wind ward" side shall be deemed to be the side opposite to that of which the main sail or the largest fore and aft sail is carried.

130. Overtaking.-

- a) Any inland vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam and in a position to the vessel she is overtaking, that at night she may see only the stern light or towing light of that vessel but neither of her sidelight.
- b) Any subsequent alteration of bearing between two inland vessels shall not make the overtaking vessel a crossing vessel within the meaning of these rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally passed.
- c) Notwithstanding anything contained in this rule any inland vessel overtaking any other shall keep out of the way of the vessel being overtaken.

131. Head-on situation.- When two inland vessels are meeting on reciprocal course or nearly reciprocal course, to avoid risk of collision both vessels shall alter their course to starboard so that each shall pass on the port side of the other.

132. Crossing situation.- When two inland vessels are crossing, to avoid 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.

133. Action by give-way vessel.- Every inland vessel which has been directed to keep out of the way of another vessel shall, so far as possible take early and substantial action to keep clear of the way.

134. Action by stand-on vessel.-

- a) Where, any one of two inland vessels is to keep out of the way-
 - (i) the other shall keep her course and speed;
 - (ii) the later vessel may however take action to avoid collision by her manoeuvre alone.

as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action.

- b) Due to any reason or cause, if a vessel is required to keep her course and speed in control finds herself that she is close to the other vessel and collision cannot be avoided by the action of the give-way vessel, shall take appropriate action, which shall be best aid to avoid collision.
- c) A vessel which takes action in a crossing situation in accordance with provisions of clause (ii) of sub-rule (a) to avoid collision with another vessel, shall not alter course to port for a vessel on her own port side.

135. Responsibilities of (between) vessels.- Subject to rule 124 and rule 128-

- a) an inland vessel underway shall keep out of the way of:-
 - (i) any vessel not under command;
 - (ii) any vessel restricted in her ability to manoeuvre;
 - (iii) any vessel engaged in fishing;
 - (iv) any sailing vessel, vessel under oars or country boat; or
 - (v) any vessel proceeding downstream by a vessel proceeding upstream.
- b) a sailing vessel under way shall keep out of the way of:-
 - (i) any vessel not under command;
 - (ii) any vessel restricted in her ability to manoeuvre; or
 - (iii) any vessel engaged in fishing.

136. Vessel not in sight of one another.-

- a) Every inland vessel shall make appropriate sound signals in accordance with rule 34 and exhibit lights while navigating in restricted visibility.
- b) Every inland vessel shall proceed at a safe speed adopted to the circumstances and conditions of restricted visibility and such vessel shall have her engines ready for immediate manoeuvre.
- c) Every inland vessel shall have due regard to the circumstances and conditions of restricted visibility when complying with the provisions of this rule.
- d) Except where it has been determined that risk of collision does not exist, every inland vessel which hears apparently forward of her beam or the fog signal of another vessel or which cannot avoid a close-quarters situation with another vessel forward of her beam, shall reduce her speed, and shall if necessary take her way off and navigate with extreme caution until danger of collision is over.

PART V**CONDUCT OF INLAND VESSELS IN RESTRICTED VISIBILITY****137. Vessels in restricted visibility.-**

- a) Provisions of this Chapter shall be complied with by all vessels in all weather conditions.
- b) The rules relating lights shall be complied with from sunset to sunrise, and during such times no other lights shall be exhibited except, lights that do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.
- c) The lights specified under 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.
- d) The lights and shapes unless otherwise specified in Chapter IV shall comply with the positioning and technical details as per the provisions of Annexure-I to the International

Regulations for Prevention of Collision at Sea (1972) or relevant National or International Standards.

PART VI – LIGHTS AND SHAPES

138. Visibility of lights.- The lights shall be visible at the following minimum ranges-

- a) The visibility of lights for a vessel of 20 metres or more in length shall be-
 - (i) mast headlight for 3 miles;
 - (ii) side light for 2 miles;
 - (iii) stern lights for 2 miles;
 - (iv) towing light for 2 miles; and
 - (v) all round light for 1 mile.
- b) The visibility of lights for a vessel less than 20 metres in length shall be-
 - (i) mast headlight for 2 miles;
 - (ii) side light for 1 mile;
 - (iii) stern light for 1 mile;
 - (iv) towing light for 1 mile; and
 - (v) white, red, green or yellow all round light for 1 mile.

139. Lights to be exhibited by inland vessel under-way.-

- a) A mechanically propelled vessel under way shall exhibit-
 - (i) a mast headlight forward.
 - (ii) side lights.
 - (iii) a stern light.
- b) A mechanically propelled vessel of less than 10 metres in length, in lieu of the lights specified in sub-rule (a) shall exhibit an all round white light and shall if practicable also exhibit side lights or a combined lantern.

140. Lights to be exhibited by towing and pushing vessels.-

- a) Any inland vessel when towing or pushing shall exhibit-
 - (i) two mast headlights forward in a vertical line and when the length of the tow exceeds 200 metres, three such light in a vertical line and these lights shall be in lieu of light prescribed in clause (i) of sub-rule (a) of rule 136 and such lights shall be placed not less than 1 metre apart and the lowest light placed at a height not less than 2 metres above the hull;
 - (ii) Side lights;
 - (iii) A stern light; and
 - (iv) A towing light in a vertical line above the stem light.
- b) When a pushing an inland vessel and another vessel ahead are connected in a composite unit, they shall be regarded as a mechanically propelled vessel and shall exhibit the lights prescribed in sub-rule (a).
- c) An inland vessel or object being towed shall exhibit.
 - (i) side lights; and
 - (ii) a stern light:

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

- d) An inland vessel being pushed ahead, not being part of a composite unit, shall exhibit side lights at the forward end.
- e) An inland vessel being towed aside shall exhibit a stern light at the forward end of side lights.
- f) For any reason, if it is impracticable for any inland vessel or object being towed to exhibit the lights prescribed in these rules, all possible measures shall be taken to light such vessel or the object towed at least to indicate the presence of the unlighted vessel or object.

141. Lights to be exhibited by sailing vessel.-

- a) A sailing vessel shall exhibit-
 - (i) side lights; and
 - (ii) a stern light.
- b) In a sailing vessel of less than 20 metres in length, the lights specified in sub-rule (a), may be combined in one lantern carried at or near the top of the mast where it can be seen.
- c) A sailing vessel underway may in addition to the lights specified in sub-rule (a) exhibit at or near the top of the mast, where they can best seen, two all round lights in a vertical line, the upper light being red and the lower light be green.
- d) A sailing vessel less than 10 metres in length, may exhibit lights specified in these rules, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.

142. Lights to be exhibited by vessels not under command or restricted in their ability to manoeuvre.-

- a) A vessel not under command shall exhibit-
 - (i) two all round red lights in a vertical line where they can best be seen by night;
 - (ii) two balls or similar shapes in a vertical line by day; and
 - (iii) when making way through the water; shall exhibit side lights and a stern light in addition to the lights specified in clause (i).
- b) A vessel restricted in her ability to manoeuvre shall exhibit-
 - (i) three all round lights in a vertical line, the highest and lowest of these shall be red and the middle light shall be white.
 - (ii) three shapes in a vertical line, the highest and lowest shapes shall be balls and the middle one a diamond.
 - (iii) when making way through the water shall exhibit mast headlights, side lights and stern light in addition to the lights specified in clause (i).
 - (iv) when at anchor, in addition to the lights specified in clause (i) and clause (ii); lights and shapes specified under rule 144 for anchored vessels shall be exhibited.

143. Lights to be exhibited by vessel engaged in dredging.-

A vessel engaged in dredging, in addition to the lights specified in sub-rule (b) of rule 141 shall exhibit, two all round red lights or two balls in a vertical line to indicate the side on which obstruction exists.

144. Lights to be exhibited by pilot vessel.-

A vessel engaged on pilotage duty shall exhibit-

- a) at or near the mast head two all round lights in vertical line in which the upper light shall be white and the lower light shall be red; and
- b) when under way, in addition to lights referred in sub-rule (a), side light and stern light.

145. Lights to be exhibited by anchored vessels and vessels aground.-

- a) A vessel at an anchor shall exhibit-
 - (i) in the fore part, an all round white light or one ball by day;
 - (ii) at or near the stern and at a lower level than the light in clause (i), an all round white light.
- b) A vessel of less than 20 metres in length may exhibit one all round white light, where it can best seen.
- c) A vessel aground shall exhibit in addition to the lights specified in sub-rule (a) or sub-rule (b), where they can best seen-
 - (i) two all round red lights in a vertical line;
 - (ii) three balls in a vertical line by day.
- d) A vessel of less than 10 metres in length shall have ready at hand an electric torch or

lighted lantern showing a white light which shall be exhibited in sufficient time to warn the approaching vessels.

- e) Non self-propelled vessels such as barges and pontoons etc. shall comply with the requirements for vessels at anchor in sub-rules (a) or (b).

146. Lights to be exhibited by hydrofoils and mechanized country craft.-

Where it is impracticable for a mechanized country craft or a hydrofoil to exhibit lights and shapes of the characteristics or in positions specified in these rules, she shall exhibit lights and shapes as closely similar in characteristics and positions possible.

147. Sound signal Appliances - compliance level.-

Unless otherwise specified in these rules, the sound signal appliances shall comply with the technical requirements as per relevant National or International Standards.

148. Equipment for sound signals.-

A vessel of 20 metres and upto 100 metres more in length shall be provided with a whistle and a bell and a vessel of 100 metres or more in length, shall be provided with a gong.

149. Manoeuvring and warning signals.-

- a) Single vessel when vessels are in sight of one another of a mechanically propelled vessel underway, when manoeuvring as authorised or required under these rules, shall indicate by the following signals on her whistle-
 - (i) one short blast to mean "I am altering my course to starboard";
 - (ii) two short blasts to mean, "I am altering my course to port"; and
 - (iii) three short blast to mean "I am operating stern propulsion".
- b) Overtaking vessels shall indicate by the following signals on her whistle-
 - (i) two prolonged blast followed by one short blast to mean "I intended to overtake you on your starboard side"; and
 - (ii) two prolonged blasts followed by two short blasts to mean "I intended to overtake you on your port side".
- c) A vessel being overtaken shall indicate her agreement by the following signals on her whistle by one prolonged and one short and again one prolonged one short blast. If there is any doubt she may sound signals specified in sub-rule (d).
- d) When vessels in sight of one another are approaching each other and for any reason 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 of the vessel in doubt, shall immediately indicate such doubt 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.
- e) A vessel nearing bend or an area of a channel where other vessels may be obscured, shall sound one prolonged blast and such signal shall be answered with a prolonged blast by any approaching vessel.

150. Sound signals in restricted visibility.-

In or near an area of restricted visibility, signals specified in this rule shall be used as follows-

- (a) an inland vessel making way through the water shall sound at intervals of not more than 2 minutes one prolonged blast;
- (b) an inland 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;
- (c) a vessel not under command, a vessel restricted in her ability to manoeuvre, a vessel constrained by her draught or a vessel engaged in towing, fishing or pushing another vessel,
- (d) shall at intervals of not more than 2 minutes make three blasts in succession namely one prolonged followed by two short blasts;

- (e) a vessel at anchor shall at intervals of not more than one minute ring the bell rapidly for about 5 seconds and a vessel at anchor may in addition to 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;
- (f) a vessel aground shall give three separate and distinct strokes on the bell immediately before and after the rapid ringing of the bell; and
- (g) a vessel of less than 10 metres 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.

151. Distress signals.-

- a) When a vessel is in distress and requires assistance from other vessels or from shore, the following shall be the signals to be used or displayed by her either together or separately-
 - (i) a continuous sounding of any sound signal apparatus;
 - (ii) a flag or a light waved in a circle to draw attention;
 - (iii) flares on the deck;
 - (iv) "May day" transmitted by radio telephony; and
 - (v) the International Code Signal of distress indicated by NC.
- b) The master of a mechanically propelled vessel, while in the inland water limit, on finding or encountering a dangerous derelict or any other hazard to navigation in the inland waterways, shall immediately send a signal to indicate the danger or distress, or any such information to other mechanically propelled vessels in the vicinity and to the concerned Andaman and Nicobar Administration:

Provided that no fees or charges shall be levied on any mechanically propelled vessel, in using any device for communicating any information under this section.

152. Assistance to vessels in distress and persons in distress.—

- a) The master of any mechanically propelled vessel, while in the inland water limit, who has received any signal of distress from any vessel or aircraft within the inland water limit, shall proceed immediately to the assistance of the persons in distress by acknowledging the receipt of such signal to the vessel in distress.
- b) Notwithstanding anything contained in sub-section (a), the master of a mechanically propelled vessel shall be released from the obligation to render assistance as provided in the said sub-section, if he is unable to do so, or in the special circumstances of the case, considers it unreasonable to act as provided in the said sub-section, or if the requirement for assistance is being complied with by other vessels, or the assistance is no longer required.
- c) The master of any mechanically propelled vessel, while in the inland water limit, shall render assistance to every person found in danger of being lost in the inland waters.
- d) The master of any mechanically propelled inland vessel may abstain from complying with sub section (c), if in his judgment, he is unable to or, in the special circumstances of the case, such assistance may not be rendered without serious danger to his vessel, or to the persons on board and, in such event shall inform the respective authorities regarding his inability of such non-compliance.

153. Radio and navigation equipment.-

Appropriate radio and navigation equipment are to be provided on the vessel depending on the area of operation and as determined by the Designated Authority. Vessels operating in Zone 1 are to be provided with the following equipment as a minimum-

- (a) Magnetic Compass(hand held or portable type or electronic type may be accepted);
- (b) Very High Frequency (VHF) radio;
- (c) Class B Automatic Identification System (AIS) with display;
- (d) Global Positioning System (GPS) Navigator;

- (e) Binocular;
- (f) Aldis lamp or search light;
- (g) Rudder angle indicator; and
- (h) such other equipment as may be decided by the Designated authority from time to time.

154. Application of the provision of Port Rules and National Waterway regulations.-

Notwithstanding any of the provisions of these rules, the provision of the Port Rules, Prevention of Collision Regulations, 2002 for National Waterways and National Waterways, Safety of Navigation and Shipping Regulations, 2002, shall apply, to the inland vessels, while making voyages within the port limits and National waterways.

155. Life saving, fire safety and communication appliances.—

- a) The Central Government shall, by rules made in this behalf, specify the class or category of mechanically propelled inland vessels to be equipped with navigation aids, life saving appliances, fire detection and extinguishing appliances and communication appliances.
- b) The owner, operator or master of all mechanically propelled inland vessels shall comply with the requirements of navigation aids, life saving appliances, fire detection and extinguishing appliances and communication appliances as specified in sub-section (a).
- c) The Andaman and Nicobar Administration may appoint or authorise such officers as surveyors to inspect and ensure that the mechanically propelled inland vessels comply with the applicable requirements specified in sub section (a).
- d) If the surveyor, on inspection, finds that the mechanically propelled inland vessel is not so provided with life saving and fire appliances in conformity with the provisions of this Act and the rules made thereunder, he shall issue a notice to the master or owner or operator in writing pointing out the deficiency, and unless the master or owner or operator complies with the said notice and report such compliance to the surveyor, the said vessel shall not proceed to conduct any voyage.

CHAPTER IX**Prevention and Containment of Pollution****156. Compliance by existing inland vessels.-**

- a) All existing vessels shall, comply with the requirements of the Inland Vessels (Prevention and Control of Pollution and Protection of Inland Water) Rules, 2016 prior to coming into force of these rules.

Provided that the existing inland vessels that undergo major conversion or modification shall comply with the requirements specified in these rules, as far as it is considered reasonable and practicable by the Designated Authority:

Provided further that the existing inland vessels comply with the operational measures for prevention of pollution specified in these rules.

- b) The owner or master of all new inland vessel, shall ensure that the vessel is constructed, maintained and operated under the requirements and standards for pollution prevention and containment, as per the provisions of these rules and the vessel is suitable for its intended service.

157. Certification.-

- a) No inland vessel shall be issued with the Prevention of Pollution Certificate envisaged under the Act issued by the Designated Authority, unless such vessel complies with requirements and standards for pollution prevention and containment including the physical design of the inland vessel or facilities that the inland vessel shall carry, or those which are operational or procedural in nature, which the inland vessel is required to comply under these rules
- b) The format of the certificate of compliance for prevention and containment of pollution to be issued under the provisions of the Inland Vessels Act, 2021 and these rules shall be in the format specified in the Third Schedule to these rules.
- c) Subject to surveys being carried out in accordance with the Inland Vessels (Survey and Certification) Rules, 2022, the maximum validity of a certificate of compliance of prevention and containment of pollution shall be for five years.

158. Equipment Standards and Guidance.- Equipment and types of machinery are required to be carried on board, shall be as per the standards of Bureau of Indian Standards or International Organisation of Standards.**159. General Responsibilities.-**

- a) It is the responsibility of the owner or operator to ensure that the vessel is properly equipped and maintained for containment and removal of pollutants from all vessels to shore facilities in accordance with the provisions of section 54 of the Act, 2021.
- b) Except in the case of a demonstrated emergency, the discharge into an inland waterway of any pollutant, is prohibited and the chemicals and substances specified in the First Schedule shall be the hazardous chemicals and obnoxious substances for the purpose of clause (p) and (zc) of section 3 of the Act.
- c) The crew and passengers shall be notified by placards or another information mode, of the above mentioned discharge prohibitions and they shall be informed on the locations where garbage or pollutants which are generated on the vessel, may be stored on board.
- d) Subject to section 111 of the Act, for the purposes of protecting and preserving biodiversity, aquatic life and environment; and to minimise the damage caused by navigation of inland vessels, all inland vessels passing through areas notified as ecologically sensitive areas and protected areas shall comply with the applicable norms and standards, as prescribed by the Central Government under Environment (Protection) Act, 1986 (29 of 1986), the Wild Life (Protection) Act, 1972 (53 of 1972) and any other law for the time being in force.
- e) For the purpose of sub-rule (d), in the event of any accidental spill of pollutants from any inland vessel the owner, operator or master of such vessel shall inform the jurisdictional

designated authorities of Andaman and Nicobar Administration, and the State or Central Pollution Control Boards established under the Environment (Protection) Act, 1986 (29 of 1986).

- f) For the purpose of sub-rule (d), to mitigate the effects of pollution that is already caused or is likely to be caused, joint efforts shall be adopted by the respective designated authority or the State or Central Pollution Control Board to guide the owner, operator or master to carry out necessary measures to prevent such spill or discharge and thereby to ensure pollution containment.

160. Garbage.-

- a) Garbage shall be discharged at shore reception facilities and suitable arrangements for the retention of garbage on board shall be provided.

Explanation: Shore reception facility for the purpose of this rule means a local storage facilities, receptacles, bins, etc provided by the terminal or local authority or an entity authorised by the terminal or local authority or Andaman and Nicobar Administration to collect the garbage.

Provided that arrangements mandated under sub-rule (a) may be varied to comply with special requirements which may be applied by local authorities for the area of operation, as appropriate.

- b) Every inland vessel of 10 metres or more in length shall display placards informing the crew and passengers of the disposal requirements of garbage.
- c) Every inland vessel certified to carry 50 persons or more shall carry a garbage management plan and maintain a garbage record book and alternative methods of the disposal of garbage and the requirement to maintain a garbage record book may be waived for a vessel engaged on a voyage of four hours or less.
- d) The garbage management plan mandated under sub-rule (c) shall-
 - (i) provide procedures for the collection, storage, processing and disposal of garbage, including procedures for the use of equipment onboard; and
 - (ii) designate the person incharge of carrying out the plan.

161. Chemicals, etc., to be designated as pollutants.—

- a) The Inland Vessel Act, 2021 shall, by notification, designate the list of chemicals, any ingredients or substance carried as bunker or as cargo, or any substance in any form discharged from any mechanically propelled inland vessel, as pollutants.
- b) The owner or master of any mechanically propelled inland vessel shall discharge or dispose of the sewage and garbage in accordance with such standards and manner as may be prescribed in the Inland Vessel Act, 2021.
- c) No mechanically propelled inland vessel shall cause pollution by discharging or dumping of pollutants designated under sub-section (a):

Provided that nothing in this sub-section shall apply to the discharge dump or emission of such oil or oily mixture, hazardous chemical or obnoxious substance or any other pollutant, as the case may be, from a mechanically propelled inland vessel for the purpose of securing the safety of any mechanically propelled inland vessel, preventing damage to another mechanically propelled inland vessel, cargo or saving of life at inland waters.

162. Certificate of prevention of pollution.—

- a) The Inland Vessel Act, 2021 shall, by rules made in this behalf, specify the standards of construction and equipment of the mechanically propelled inland vessels to ensure compliance with the requirements of this Chapter.
- b) The Andaman and Nicobar Administration shall appoint or authorise such officers to ensure construction, installation and maintenance of equipment of all mechanically propelled inland vessels and issue certificate of prevention of pollution, in compliance with the provisions of this Chapter.
- c) Every mechanically propelled inland vessel, which has been constructed and equipped in

compliance with this Chapter shall be issued with a certificate of prevention of pollution in such form, validity and content as may be prescribed in the Inland Vessel Act, 2021.

- d) Every mechanically propelled inland vessel shall carry on board a valid certificate of prevention of pollution and shall furnish the same on demand by concerned officers appointed or authorised under this Chapter.

163. Sulphur content of fuel.- Vessels using marine fuel oil, marine diesel, marine gas oil or gas oil shall ensure that the sulphur content of any marine fuel oil or diesel used onboard inland vessels shall not exceed 0.5% m/m.

164. Reception facilities and containment of pollution.—

- a) The Inland Vessel Act, 2021 shall, by rules made in this behalf, specify the conditions for construction, use and maintenance of reception facilities for the containment of pollution and removal of pollutants arising from spillage or discharge arising from mechanically propelled inland vessels at all cargo terminals or passenger terminals.
- b) The owner or operator of all cargo terminals or passenger terminals shall provide reception facilities to discharge oil, oily mixture, hazardous chemicals, sewage or obnoxious substances at such cargo or passenger terminal, as the case may be, in compliance of sub-section (a).
- c) The owner or operator of all cargo terminals or passenger terminals, providing reception facilities shall receive charges, at such rates as may be prescribed by the Andaman and Nicobar Administration.
- d) For the purposes of minimising the pollution already caused, or for preventing the imminent threat of pollution, the Central Government or such other officer appointed by the Andaman and Nicobar Administration may, by order in writing, direct the owner or operator of cargo or passenger terminal to provide or arrange for the provision of such pollution containment equipment and pollutant removing materials, at such cargo and passenger terminal, as may be specified in such order.
- e) The owner or operator of the passenger or cargo terminal shall submit a report of compliance to the Central Government or such other officer appointed under sub-section (d), in such form as may be prescribed by the Andaman and Nicobar Administration.
- f) The owner, operator or master of any mechanically propelled vessel used or plying within inland waters, shall discharge the pollutants at the port reception facilities in such manner as may be prescribed by the Andaman and Nicobar Administration.

165. Engine Emissions.-

- a) Marine Diesel Engines of 130 kW and above, which are installed on vessels constructed on or after coming into force of these rules, shall comply with the following limits for the emission of nitrogen oxides (calculated as the total weighted emission of NO₂), where n= rated engine speed (crankshaft revolutions per minute):
 - (i) 14.4g/kWh when n is less than 130 rpm;
 - (ii) $44n^{-0.23}$ g/kWh when n is 130 or more but less than 2,000 rpm;
 - (iii) 7.7g/kWh when n is 2,000 rpm or more; or
 equivalent Bharat Stage standards.
- b) The Andaman and Nicobar Administration may, by notification, stipulate further reductions to the limits specified in sub-rule (a), in the designated ecologically sensitive areas.

166. Oil or oily waste.-

- a) Except in an emergency affecting the safety of the vessel and its passengers and crew, no oil or oily waste or bilge mixture water shall be discharged overboard, except when all the provisions provided in sub-rule (b) are followed and the material which is retained onboard shall be subsequently discharged to a suitable reception facility ashore and a record of all such discharges shall be kept onboard, and the receipt shall be kept for a minimum duration of three months.
- b) Conditions for discharge of oil or oily mixtures shall be as follows-
 - (i) The vessel is proceeding enroute;

- (ii) The oily mixture is processed through and oil filtering equipment meeting the requirements of Part I of Third Schedule to these rules;
 - (iii) The oil content of the effluent without dilution does not exceed 15 parts per million;
 - (iv) The oily mixture does not originate in the cargo pump room bilges on oil tankers; and
 - (v) The oil mixture, in case of oil tankers, is not mixed with oil cargo residues.
- c) Every inland vessel shall be equipped with a holding tank or equivalent arrangement of capacity specified in Part II of Second Schedule and the existing vessels shall comply with this requirement within two years from the date of coming into force of these rules.

167. Sewage.-

- a) The discharge of sewage into inland waterways is prohibited.
- b) All new inland vessels where sewage is generated are to be provided with an appropriate sewage treatment plant or bio-digester of such capacity sufficient for the number of persons on board.
- c) Notwithstanding sub rule (b), all the inland vessels shall have a holding tank of adequate capacity to store all sewage generated on board, for subsequent discharge into a shore reception facility and the existing vessels shall comply with this requirement within two years from the date of coming into force of these rules.

168. Use of Antifouling Paints.-

The use of environmentally harmful organotin compounds in antifouling paints is prohibited.

169. Appointment of surveyor or officer to inspect.—

- a) The Andaman and Nicobar Administration may appoint or authorise such officers as surveyors to inspect any cargo or passenger terminal lying within its respective jurisdiction.
- b) The surveyor authorised under sub-section (a) may, at any reasonable time, enter and inspect any cargo or passenger terminal to—
 - (i) ensure that the provisions of this Chapter are complied with;
 - (ii) verify whether such cargo or passenger terminal is equipped for pollution containment and removal, in conformity with the order of the Andaman and Nicobar Administration or any of the rules made under this Chapter; and
 - (iii) satisfy himself of the adequacy of the measures taken to prevent pollution.
- c) If the surveyor, on inspection, finds that the cargo or passenger terminal is not provided with the required pollution containment equipment and pollutant removing materials, he shall give a notice in writing pointing out the deficiencies and the recommended remedial measures to rectify such deficiency, that is identified during the inspection, to the owner or operator of such cargo or passenger terminal, as the case may be.
- d) No owner or operator of such cargo or passenger terminal, as the case may be, served with the notice under sub-section (c), shall proceed with any work at such cargo or passenger terminal, until he obtains a certificate signed by the surveyor to the effect that the cargo or passenger terminal, is properly provided with the required pollution containment equipment and pollutant removing materials in conformity with the rules made under this Chapter.

170. Surveys under these Rules.-

- a) Every inland vessel shall subject to the surveys specified in clauses (i) to (v) of this sub-rule and the existing vessels shall subject to surveys specified in (ii) to (v) of this sub-rule-
 - (i) an initial survey before the vessel is put in service or before the certificate is issued for the first time, which shall include a complete survey of its structure, equipment, systems, fittings, arrangements and material so as to ensure that such structure, equipment, systems, fittings, arrangements and material fully comply with the requirements of these rules;
 - (ii) a renewal survey at an intervals not exceeding five years, and the renewal survey shall be to ensure that the structure, equipment, systems, fittings, arrangements and material is fully compliant with the requirements of these rules;
 - (iii) an annual survey shall be conducted within three months before or after each

anniversary date of the Certificate, including a general inspection of the structure, equipment, fittings, arrangements and materials referred to in clause (a) to ensure that they have been maintained in accordance with the provisions of these rules, and that they remain satisfactory for this service for which the vessel is intended; and

- (iv) to ensure that the equipment and the associated pump and piping systems including oil discharge monitoring and control systems, oily-water separating equipment and oil filtering systems, where fitted were fully complying with the requirements of these rules and are in good working order:

Provided that such annual surveys shall be endorsed on the Certificate issued to the relevant vessel.

- (v) an additional survey, either general or partial, according to the circumstances shall be made whenever important repairs or renewals are made and such survey shall be to ensure that necessary repairs or renewals have been effectively made and that the material and workmanship of such repairs or renewals are in all respects satisfactory and that the vessel complies in all respects with the requirements of these rules.
- b) Survey of vessels for the purposes of enforcement of the provisions of these rules shall be carried out by the Designated Authority or an organisation recognized by it.
- c) When the surveyor determines that the condition of the vessel or its equipment does not correspond substantially with the particulars of the Certificate or that the vessel is not fit for service without presenting an unreasonable threat of harm to the marine environment, such surveyor or authorised person shall immediately ensure that corrective action is taken and shall also in due course notify the same to the Designated Authority.

Provided that if corrective action is not taken, the Certificate shall be withdrawn and the Designated Authority shall be notified immediately.

- d) After the survey of the vessel has been completed, no change shall be made in the structure, equipment, systems, fittings, arrangements or material covered by such survey without the sanction of the Designated Authority except the direct replacement of such equipment and fittings.
- e) Whenever an accident occurs to a vessel or a defect is discovered which substantially affects the integrity of the vessel or the efficiency or completeness of its equipment as covered by these rules, the master or owner of the vessel shall report at the earliest opportunity to the Designated Authority responsible for issuing the Certificate, who shall cause investigations to be initiated by the surveyor or the authorised person to determine whether a detailed survey is necessary.

171. Investigation into incidents of pollution.—

- a) The Andaman and Nicobar Administration shall direct any designated authority or such other authorised officer appointed under Chapter XIII to conduct investigation into incidents of pollution.
- b) The Andaman and Nicobar Administration shall update the Central Government with such information or report of the court, if so directed by such court concerned, on incidents of pollution that occurs within its jurisdiction.

172. Issue or endorsement of certificate.-

On satisfactory completion of the initial or renewal survey under rule 14 the certifying authority shall issue a certificate of compliance of prevention and containment of pollution as per Form specified in the Third Schedule.

FIRST SCHEDULE
[See rule 155(b)]

List of hazardous chemicals or obnoxious substances in bulk or in packaged form including wastes

Hazardous Chemicals or Obnoxious Substances

Aceticanhyride	Chlorolhydrins(crude)
Acetone	Chloropicrin
Acetone Cyanohydrin	Chromicacid(Chromiumtrioxide)
Acrolein Acrylonitrile	Cococcus (Solid)
Aldrin	Copper compounds
Allylthiocyanate	Cresols
Aluminiumphosphide	Cupriethylenediamine
Amonia(28%aqueous)	Cyanide compound
Ammonium phosphate	Cyanogen bromide
Amyl mercaptan	Cyanogen chloride
Aniline	DOT
Anilinehydrochloride	Dichloroanilices
Antimonycompounds	Dichlorobenzenes
Atrazine	Dieldrin
Azinphosmethyl(Guthion)	Dimethoate(Cygon)
Baiiumazide,	Dimethylamine(40%aqueous)
Bariumoxide	Dinitroanillnes
Benzene	4,6-Dinitroorthocresol
Benzenehexachlorideisomers(Lindane)	Dinitrophenols
Benzidine	Endosulphan(Thiodan)
Beryllium Powder	EndrinEpichlorohydrin
BromineBromobenzyl	Ethylbromoacetate
cyanide n-Butyl	Ethylenechlorohydrin(2-Chloro-ethanol) Ethyl
acrylate Butyric acid	parathion
Cacodyliccompounds	Fentin acetate (dry)
Carbaryl (Sevin)	Fluosilicic acid
Carbon disulphide	Heptachlor
Corbontetrachlrde	Hexachlorobenzene
Chloridane	Hexaethyltetraphosohate
Chloro-Cetophenone	Hydrocyanic acid
Chlorodinitrobenzene	Hydrofluoricacidn(40%aqueous)
Chloroform	Isoprene

Lead compounds	Mercuric compounds
Lindane (Gammexane, BHC) Malathion	Methyl alcohol
Methylene chloride	Anhydrous Ammonia
Molasses	Butadiene
Naphtalene (molten)	Butane
Naphthylthiourea	Butane/Propane mixtures
Nitric acid (90%)	Butylenes.
Oleum	Chlorine
Parathion	Dimethylamine
Paraquat, Phenol	Ethyl chloride
Phosphoric acid	Ethane Ethylene
Phosphorus (elemental)	Ethylene
Polyhalogenated biphenyls	Ethylene Oxide
Sodium penta chlorophenate (solution)	Methane (LNG)
Styrene monomer	Methyl Acetylene Propadiene mixture
Toluene	Methyl Bromide
Toluenediisocyanate	Methyl Chloride
Toluenediisocyanate	Propane
Toxaphene	Propylene
Tritolylphosphate (Tricresylphosphate) 2, 4, 5- T	Vinyl Chloride-Monomer
Liquefied Gases (when carried in bulk)	Anhydrous Hydrogen Chloride, Anhydrous Hydrogen Fluoride or Sulphur Dioxide
Acetaldehyde	

SECOND SCHEDULE

[See rule 162(b) and (c)]

Part-I

Prescription for oily mixture treatment equipment for Inland vessel Oil filtering equipment (15 ppm bilge, separator) -

- 1) The 15 ppm bilge separator shall be strongly constructed and suitable for vessel's use bearing in mind its intended location on the vessel.
- 2) It shall, if intended to be fitted in locations where flammable atmospheres may be present, comply with the relevant safety regulations, for such spaces.
- 3) The 15 ppm bilge separator shall be so designed that it functions automatically. However, safe arrangements to avoid any discharge in case of malfunction shall be provided.
- 4) Changing the feed to the 15 ppm bilge separator from bilge to oil bilge water to emulsified bilge water, or from oil and water to air shall not result in the discharge overboard of any mixture containing more than 15 ppm of oil.
- 5) The system shall require the minimum of attention to bring it into operation. In the case of engine room bilges, there shall be no need for any adjustment to valves and other equipment to

bring the system into operation. The equipment shall be capable of operating for at least twenty-four hours of normal duty without attention.

- 6) All working parts of the 15 ppm bilge separator which are likely to be damaged shall be easily accessible for maintenance.

15 ppm bilge alarm-

- 1) The 15 ppm bilge alarm shall resist corrosion in the conditions of the marine environment.
- 2) Any electrical equipment which is part of the 15 ppm bilge alarm shall be placed in a non-hazardous area.
- 3) A ppm display shall be provided. On board testing according to manufacturer's instructions shall be carried out.
- 4) The response time, that is the time which elapses between an alteration in the sample being supplied to the 15 ppm bilge alarm and the ppm display shall not exceed five seconds.
- 5) The 15 ppm bilge alarm shall record date, time and alarm status and operating status of the 15 ppm bilge separator. The recording device shall also store data for at least eighteen months.
- 6) The accuracy of the 15 ppm bilge alarms shall be checked at renewal survey according to the manufacturer's instructions. The calibration certificate for the 15 ppm bilge alarm, certifying date of last calibration check, shall be retained on board for inspection purpose.

Part-II

Holding tank for Inland vessel-

The capacity of bilge water holding tanks shall be as follows:-

Vessels below 150 gross tonnage or main engine rating upto 750kw....1.0m³

Vessels(> 150 gross tonnage and < 400 gross tonnage) or main engine rating upto 1000 Kw 1.5 m³

Vessels(> 400 gross tonnage and < 3000 gross tonnage) or main engine rating (>1000 KW and < 20,000 kw) capacity: $1.5 + (P - 1,000) / 1,500$ m³

Vessels(> 3000 gross tonnage) or main engine rating (>20,000kw)

Capacity: $14.2 + 0.2(P - 20,000) / 1,500$ m³

*(P=main engine rating in kw)

Provided that for Inland Vessels of less than 150 gross tonnage, where due to space constraints, it is not practicable to provide 1.0 m³ holding tank, the Designated Authority may allow for providing 0.5 m³ holding tank for Inland Vessels of 250 kw to 750 kw engine rating and 0.25 m³ for less than 250 KW engine rating.

THIRD SCHEDULE**[See rule 153(b)]****Certificate of compliance for prevention and containment of pollution**

Certificate/Serial number-----

Name and address of the Issuing Authority:

This is to certify that the Inland vessel (Name and Official Number of the inland vessel) has been inspected to verify the compliance of the relevant provisions of the Inland Vessels (Prevention and Containment of Pollution) Rules, 2022 with respect to equipment, material, containment and treatment facilities. The Inland vessel demonstrates the compliance of stated provisions and therefore Certificate of compliance or conformity is now issued to the subject Inland vessel. The validity of this Certificate of compliance expires onfrom the date of issue, but not later than a period of one year subject to the conditions stated below:

- 1) Prevention of pollution of inland water shall always be given priority over other operations.
- 2) Any incidents of oil pollution or chemical spillage affecting the inland waterways or port shall be notified to the Designated authority and to the jurisdictional pollution control boards constituted under the Environment Protection Act, 1986 (29 of 1986) or such other authorities who are required to be informed, by virtue of any other law in force in India.
- 3) Any incident of casualty with respect to pollution affecting the inland waterways or port operations shall be notified to the Designated authority.
- 4) Any malfunction or defect in oily water equipment affecting prevention of pollution of inland waters shall be notified to the Designated authority.
- 5) Any alteration/modification carried out to the inland vessel shall be immediately reported to the Designated Authority for the purpose of conducting review in respect of any additional requirements.

The date of verification of compliance is

Place of Issue:

Date of Issue:

(Seal or stamp of Issuing authority, as appropriate).

Annual Endorsements:

- 1.
- 2.
- 3.
- 4.

CHAPTER X

WRECK AND SALVAGE

REMOVAL OF OBSTRUCTIONS AND SIMILAR HAZARDS IN NAVIGATION

173. Raising of or removal of wreck impeding navigation etc.

- a) If any mechanically propelled vessel or other vessel is wrecked, stranded or sunk in any inland water is or is likely to become obstruction, impediment or danger to the safe and convenient navigation or use of inland water or the landing place or embankment or part thereof, Harbour Master, Port Management Board has been authorized by the Administration under these rules for the vessel to be raised, removed, blown up or otherwise destroyed as the circumstances may warrant.
- b) If any property recovered by Harbour Master, Port Management Board acting under rule 181 (a) is unclaimed or the person claiming it fails to pay reasonable expenses incurred by the Harbour Master, Port Management Board under that sub-section and a further sum of twenty-five percent, of the amount of such expense, the Harbour Master, Port Management Board may sell the property by public auction. If the property is of a perishable nature, forthwith, and if it is not of a perishable nature, at any time not less than two months after the recovery thereof.
- c) The expense and further sum aforesaid shall be payable to the Harbour Master, Port Management Board out of the sale proceeds of the property and the balance shall be paid to the person entitled to the property recovered, or if no such person appears and claims the balance, shall be held in deposit for payment, without interest, to the person thereafter establishing his right thereto.

Provided that the person makes his claim within three years from the date of sale.

- d) Where the sale proceeds of the property are not sufficient to meet the expenses and further sum aforesaid, the owner of the vessel at the time the vessel was wrecked, stranded or sunk shall be liable to pay the deficiency to the Harbour Master, Port Management Board on demand, and if the deficiency be not paid within the one month of such demand, the Harbour Master, Port Management Board may recover the deficiency from such owner as if it were and arrear of land revenue.

174. Removal of obstruction in inland water

- a) The Harbour Master, Port Management Board may remove, or cause to be removed any timber, raft or other thing, floating or being in any part of the inland water, which in his opinion, obstructs or impedes the free navigation thereof or the lawful use of any landing place or embankment or part thereof.
- b) The owner of any such timber, raft or other thing shall be liable to pay the reasonable expenses of the removal thereof, and if such owner or any other person has without lawful excuse caused any such obstruction or impediment, or causes any public nuisance affecting or likely to affect such free navigation or lawful use, he shall also be punishable with fine which may extend to ten thousand rupees.
- c) The Harbour Master, Port Management Board or any Magistrate having jurisdiction over the offences may cause any such nuisance to be abated.

175. Recovery of expenses of removal

If the owner of any such timber, raft or other thing, or the person who has caused any such obstruction, impediment or public nuisance, neglects to pay the reasonable expenses incurred in the removal thereof, within one week after demand or within fourteen days after such removal has been notified in the Official Gazette or in such other manner as the Administration may, by general or special order direct, the Harbour Master, Port Management Board may cause such

timber, raft or other thing or the materials of any public nuisance so removed, or so much thereof as may be necessary, to be sold by public auction and may retain all the expenses of such removal and sale out of the proceeds of the sale, and shall pay the surplus of such proceeds or deliver so much of the thing or materials as may remain unsold, to the person entitled to receive the same and if no such person appears, shall cause the same to be kept and deposited in such manner as the Administration directs, and may, if necessary, from time to time, realize the expenses of keeping the same, together with the expenses of sale, or further sale of so much of the thing or materials as may remain unsold.

176. Removal of lawful obstruction

- a) If any obstruction or impediment to the navigation of any Inland Water has been lawfully made or has become lawful by reason of the long continuance of such obstruction or impediment or otherwise, the Harbour Master, Port Management Board shall report the same for the information of the Administration and shall, with the sanction of the Administration, cause the same to be removed or altered, making reasonable compensation to the person suffering damage by such removal or alteration.
- b) Any dispute arising out of or concerning such compensation shall be determined according to the law relating to like disputes in the case of land required for public purpose.

177. Fouling of Administration moorings

- a) If any mechanically propelled vessel hooks or gets fouled in any of the buoys or moorings laid down by or by the authority of the Administration in any part of inland water, the master of such vessel shall not, nor shall any other person, except in the case of emergency, lift the buoy or mooring for the purpose of unhooking or getting clear from the same without the assistance of the Harbour Master, Port Management Board.
- b) The Harbour Master, Port Management Board immediately on receiving information of such accident shall assist and superintend the clearing of such vessel and the master of the vessel shall, on demand, pay such reasonable expenses as may be incurred in clearing the same.
- c) Any master or other person offending against the provisions of the section shall, for every offence, be punishable with fine which may extend to ten thousand rupees.

178. Obligation to report.—

Any person who finds or takes possession of a wreck located within the limits of jurisdiction of any receiver of wreck appointed under sub-section (1) of section 58 of the Act or bring any such wreck within such limits, shall make a report in writing to such receiver of wreck in Form No. 31 appended to these rules.

179. Information by receiver.—

Upon receipt of information under rule 174 the receiver of wreck shall communicate such information to the designated authority or such other authorities, as may be appointed or authorised by the Andaman and Nicobar Administrations; and if the information pertains to any event of vessel being wrecked, stranded or being in distress in the National Waterways, the designated authority shall communicate the information to the competent authority or such other officer, as may be appointed by the Central Government:

Provided that, where the Central Government has by direction or order delegated its powers to administer wreck in the National Waterways to any State Government, the receiver of wreck shall inform the designated authority or such other authorities, as may be appointed or authorised by Andaman and Nicobar Administration.

180. Possession of wreck by receiver.—

When a receiver of wreck, receives reliable information that subsequent to a vessel becoming a wreck, is sunk or stranded in inland waters within his respective jurisdiction and is abandoned by its owner, such receiver shall proceed to the location of the wreck and drop a lead line over such vessel and prepare a declaration that the possession of the wreck is taken over by the receiver of the wreck:

Provided that, if it is found as not practicable to take physical possession of the wreck, the receiver of wreck shall make a declaration and record in such declaration the reasons for not being able to take the physical possession.

181. Prohibition against intentionally causing wreck.—

The owner, operator, master or person in charge of a vessel plying in inland waters shall not intentionally abandon, desert, dump, throw overboard or jettison the vessel or property or parts or cargo, so as to cause wreck.

182. Receivers of wreck.—

- a) The Andaman and Nicobar Administration may, by notification, appoint or authorise any officer to act as receiver of wreck within the respective jurisdiction.
- b) The owner, operator, master or person in-charge of vessel, property or cargo, which is wrecked, stranded or in distress or who has found any vessel, property or cargo wrecked, stranded or in distress in the inland waters, shall immediately inform, by all means of communication to the receiver of wreck in whose jurisdiction the vessel, property or cargo is found to be wrecked, stranded or in distress.
- c) The owner of the wreck, whose property or cargo, is wrecked or stranded or is in distress in the inland waters shall inform the receiver of wreck in writing of the finding thereof and of the marks by which such wreck can be distinguished, and in cases, where the wreck is in possession of any person other than the owner, operator, master or person in-charge of vessel, property or cargo, such person shall deliver such wreck to the receiver of wreck.

Explanation.—For the purposes of this Chapter, the word “person” shall have the meaning assigned to it in clause (42) of section 3 of the General Clauses Act, 1897 (10 of 1897).

183. Duties of receivers of wreck. —

The receiver of wreck in taking possession of the wreck shall-

- a) if the wreck is of an inland vessel or parts or property or cargo of such vessel, registered under the Act, send the information to the owners of the vessel in writing with intimation to the designated authority, in whose jurisdiction the vessel is found to be registered;
- b) if the wreck is of an inland vessel or parts or property or cargo of such vessel, registered in a foreign country, send the information to the owners of the vessel in writing with intimation to the competent authority or such other authority as may be appointed by the Central Government under section 82 of the Act or the rule made thereunder;
- c) if the wreck is of any vessel or parts or property or cargo of such vessel, registered under the Merchant Shipping Act, 1958 or any other law in force in India, send the information to the owners of the vessel in writing with intimation to the respective Principal Officer of the Mercantile Marine Department or such other authority, appointed as the registering authority under such laws;
- d) if the vessel, property, part or cargo or ownership; which has caused the wreck, is unidentifiable or not traceable, the receiver of wreck shall record the reasons thereof and shall send information of the wreck to the designated authority or such other officers appointed by the Andaman and Nicobar Administration;
- e) as provided in clause (d), if the whereabouts of the owner or the vessel is unidentifiable or not traceable, the receiver of wreck shall cause such vessel or property or part to be raised, removed, blown up or otherwise destroyed as the circumstances may warrant;
- f) the information provided by the receiver of wreck to the authorities concerned shall include details, such as the extent of danger to human life, obstruction to safe navigation, probabilities of environmental pollution and the like, if any; and shall be submitted in Form No. 32 appended to these rules.
- g) the receiver of wrecks or any officer appointed or authorised thereof, shall record the events of finding, marking, recovery or disposal of wrecks in the official register maintained and shall send a report to Andaman and Nicobar Administration; and

- h) if any property recovered by a receiver of wreck remains unclaimed or the person claiming it fails to pay reasonable expenses incurred for preserving the wreck and an additional amount of twenty-five per cent. of the amount of such expenses; such vessel or property or part may be put to sale by public auction-
 - i) immediately, if the property is of perishable nature;
 - ii) if it is not of a perishable nature, at any time not less than two months, after the recovery thereof.

184. Obstruction to navigation. —

- a) The receiver of wreck may remove, or cause to be removed, any timber, raft or other property, floating or being in any part of the inland water, which, in his opinion, obstructs or impedes the free navigation thereof or the lawful use of any landing place or embarking or part thereof.
- b) If the owner of any such timber, raft or other property or the person, who has caused any such obstruction, impediment or public nuisance, neglects to pay the reasonable expenses incurred in the removal thereof, within thirty days after demand or in such other manner as the Andaman and Nicobar Administration may, by general or special order direct, the receiver of wreck or such other officer may cause such timber, raft or other thing or the materials of any public nuisance so removed, or so much thereof as may be necessary, to be sold by public auction and may retain all the expenses of such removal and sale out of the proceeds of the sale.

185. Unsold property and sale proceeds. —

- a) If the property so recovered by a receiver of wreck remains unsold, such property shall be kept and deposited in such manner as the Andaman and Nicobar Administration directs, and may, if necessary, from time to time, realise the expenses of keeping the same, together with the expenses of sale, or further sale of so much of the thing or materials remaining unsold.
- b) The expenses and the additional amount shall be payable to the receiver of wreck or such other officer, out of the sale proceeds of the property so recovered from inland waters, and the balance shall be paid to the person entitled to the property recovered, or, if no such person appears and claims the balance, shall be held in deposit for payment, without interest, to the person thereafter establishing his right of ownership thereto.
- c) No claim beyond thirty six months from the date of the sale shall be entertained and the same shall be dismissed by the receiver of wreck or such other officer.
- d) After the period of thirty six months, the unclaimed amount so deposited under sub-rule (a) shall be transferred to the common fund created under the provisions of the Act.
- e) Where the sale proceeds of the property are not sufficient to meet the expenses and the additional amount receivable; the owner of the vessel at the time the vessel was wrecked, stranded or sunk shall be liable to pay the
- f) deficiency to the receiver of wreck or such other officer on demand, and if the deficiency be not paid within one month of such demand, receiver of wreck or such other officer, may recover the deficiency from such owner as if it were an arrear of land revenue.
- g) Notwithstanding anything contained herein, liability of persons entitled to limit liability under the Act shall not exceed the limits as prescribed in the Inland Vessel Act, 2021.

186. Protecting the wreck. —

- a) No person shall. —
 - (i) without the leave of the master board or attempt to board any vessel which is wrecked, stranded or in distress as aforesaid, unless the person is, or acts by command or order in writing issued by, the receiver of wreck; or
 - (ii) impede or hinder or attempt in any way to impede or hinder the saving of any vessel stranded or in danger of being stranded or otherwise in distress in the inland waters or of any part of the cargo or equipment of the vessel, or of any wreck; or
 - (iii) secrete any wreck or deface or obliterate any marks thereon; or

- (iv) wrongfully carry away or remove any part of a vessel stranded or in danger of being stranded or otherwise in distress, in the inland waters, or any part of the cargo or equipment of the vessel or any wreck.
- b) Where a receiver of wreck suspects or receives information that the wreck is secreted or is in the possession of some person, who concealed is not the owner thereof or that any wreck is otherwise improperly dealt with, he may apply to the Judicial Magistrate of the First Class or Metropolitan Magistrate, who has jurisdiction over the matter, for a search warrant and that Magistrate may grant such warrant and the receiver of wreck by virtue thereof may enter any house or other place and also any vessel and search for seize and detain any such wreck found.

187. Fouling of Government moorings.—

- a) If any vessel hooks or gets fouled in any of the buoys or moorings laid down by or by the authority of the Andaman and Nicobar Administration in any part of inland water, the master or person in charge of such vessel shall not, nor shall any other person, except in the case of emergency, lift the buoy or mooring for the purpose of unhooking or getting clear from the same without permission in writing from the receiver of wreck or any other officer appointed or authorised in this behalf.
- b) The receiver of wreck or any other officer appointed or authorised in this behalf immediately on receiving information of such possibility of accident or accident, shall issue permission in writing and shall assist the clearing of such vessel, the master or person in charge of the vessel shall, on demand, pay such reasonable expenses that are incurred.

188. Procedure for the sale of wreck.—

- a) A receiver of wreck shall not sell any wreck otherwise than by public auction and every such sale shall be made on, as is where is basis with purchaser assuming full responsibility for any taxes payable to Government or port authorities and for encumbrance on the wreck.
- b) A notice for sale of a wreck shall be published not less than fourteen days in advance of the appointed date of sale, in three consecutive issues of at least two daily newspapers having a wide circulation and such notice shall include—
 - (i) the description of the wreck under sale, its site and other known details, if any;
 - (ii) the percentage of the auction price that shall have to be paid as down-payment immediately after the conclusion of the auction;
 - (iii) the period within which the balance amount shall be payable by the successful bidder;
 - (iv) any other details as may be deemed necessary depending upon the nature of the wreck being sold and the circumstances under which it is being sold;
 - (v) a provision reserving right in the receiver to reject highest bid or to postpone or cancel the sale without assigning any reason there for and
 - (vi) a provision to the effect that amount of down-payment referred to in clause (ii) shall be liable to be forfeited, if the successful bidder fails to effect full and final payment of the balance amount, within the period stipulated as per clause (iii).
- c) Where a receiver does not accept highest bid or postpones or cancels any auction he shall record in writing the reasons therefore and make a report to the Designated Authority or such other officer as may be appointed by the Andaman and Nicobar Administration.
- d) Where, any auction is frustrated by reason of rejecting the highest bid or cancelling the option by the receiver of wreck or by reason of failure on the part of the highest bidder to effect full and final payment of the price within the stipulated period, the auction process for sale of the wreck shall be initiated afresh.

189. Wreck spread over two or more jurisdiction.—

When a part of any wreck is washed or brought ashore within the jurisdiction of one receiver and the remaining part thereof is so washed or brought ashore in the jurisdiction of another receiver or receivers of wreck, each of such receivers shall act independently of each other.

190. Wreck delivered in the jurisdiction of another receiver. —

When a wreck found in the jurisdiction of any receiver of wreck is delivered to any other receiver, the latter shall immediately report the matter to the former; and the disposal of such wreck shall be done by the receiver to whom it is delivered in the like manner, as if it was found in his jurisdiction.

191. Wrecks in National Waterways.—

For the purposes of administration of events of vessel being wrecked, stranded or in distress, occurring within the National Waterways, the Central Government may by direction or order delegate the powers conferred under the Act to State Governments, within the jurisdiction of which the National Waterways passes by and where such vessel is wrecked, stranded or being in distress is located.

192. Extending the application.—

The Central Government may by notification in the Official Gazette, extend the application of any other law pertaining to administration of wreck, stranding of vessels or vessels being in distress in force in India to the inland vessels plying within the inland waters.

193. Salvage and rights of salvors.—

- a) Owner of any mechanically propelled inland vessel in distress or master or any other person duly authorised by the owner in this behalf may enter into an agreement with any person for rendering salvage services to the vessel, which is in distress and any such agreement may provide for—

- (i) the amount payable to the salvor in the event of successful completion of the venture;
- (ii) the amount payable to the salvor in the event of partial success of the venture;
- (iii) the rights and responsibilities of the parties to the contract including the right of salvor for remuneration and remedies for its recovery;
- (iv) the manner in which any dispute arising out of the agreement shall be settled; and
- (v) any other matter of particular importance or relevance to the subject matter of the agreement.

- b) Where services are rendered not by virtue of any agreement as provided under sub-rule (a) above, —

- (i) wholly or in part within the inland water limit in saving life from any vessel; or
- (ii) in assisting a vessel or saving the cargo or equipment of a vessel which is wrecked, stranded or in distress at any place in the inland water limits; or
- (iii) by any person other than the receiver of wreck in saving any wreck;

the owner of the vessel, cargo, equipment or wreck shall pay the salvor, a reasonable sum for the salvage as determined by the receiver of wreck or any officer appointed or authorised to act as valuers for the said purpose.

- c) Salvage in respect of the preservation of life when payable by the owner of the vessel shall be paid in priority to all other claims for salvage.

194. Determination of amount due as salvage.—

- a) Where there exists an express agreement between the owner and salvor, the amount of salvage due to any person shall be determined having regard to the following considerations, namely:

- (i) nature and degree of danger to which human life or property saved was exposed;
- (ii) aggregate value of the property saved;
- (iii) sale proceeds of salvaged property, where such property was sold;

- (iv) nature and degree of risk incurred by salvor;
- (v) value of salvor's property engaged in salvage service and, nature and degree of danger to which it was exposed;
- (vi) responsibilities incurred in performance of salvage service such as risk to insurance, liability to passengers or cargo or both through deviation or delay
- (vii) loss incurred in performance of salvage service such as detention, loss of profitable trade, damage suffered by vessel, its equipment or gear;
- (viii) expenses properly incurred by salvor in furtherance of salvage service;
- (ix) expenses incurred by salvor towards loss of or injury to life or damage to property arising out of salvage service;
- (x) skill shown by salvor in rendering service; and
- (xi) time spent and the labour involved in rendering salvage service.

b) Where clause (xi) of sub-rule (a) is the only criterion on which salvage claim is based, no salvage shall be payable.

195. Dispute of determination of amount payable as salvage.—

- a) Any dispute arising with respect to the determination of amount payable or determined amount pending or due payment under this chapter shall be determined upon application made by either of the disputing parties.—
 - (i) to Judicial Magistrate of the First Class or a Metropolitan Magistrate, as the case may be, where the amount claimed does not exceed ten lakh rupees;
 - (ii) to the District Court where the amount claimed exceeds ten lakh rupees.
- b) Where there is dispute as to the persons who are entitled to the salvage amount under this rule, the Judicial Magistrate of the first class or the Metropolitan Magistrate or the District Court, as the case may be, shall decide the dispute and if there are more persons than one entitled to such amount, such Magistrate or the District Court shall adjudicate and apportion the amount thereof among such persons.
- c) The costs of and incidental to all proceedings before a Judicial Magistrate of the first class or a Metropolitan Magistrate or the District Court under this rule shall be in the discretion of such Magistrate or the District Court, who shall have full power to determine by whom or out of what property and to what extent such costs are to be paid and to give all necessary directions for the aforementioned purpose.

196. Appointment of valuers.—

- a) For the purposes of determining the value of any property salvaged or for valuating any considerations made in determining the Amount of salvage; the receiver or the court may appoint a valuer from a panel of valuers, which shall be provided by the designated authority, on request.
- b) The receiver shall keep on record the valuer's report and give attested copies thereof to the owner and salvor.
- c) The valuers shall be paid of such charges as the receiver or Court may consider reasonable and such charges shall be a charge on the expense account of salvage:

Provided that, where a valuer is appointed at the request of either the owner or the salvor without the consent of the other party, the charges shall be paid by the party at whose request the valuer was appointed.

197. Salvage Award.—

- a) No salvage award shall be made. —
 - (i) in any case where the property or sale proceeds thereof, are claimed by the owner or his duly authorised agent or assignee, until the title of the claimant to the said property or sale proceeds thereof is established;
 - (ii) in any case where the property is not claimed by its owner or his duly authorised agent or assigned, until the said property is sold; and
 - (iii) in any case where either party has applied for the appointment of valuer, until the valuer's charges are paid.

- b) Where the receiver has made a salvage award, he shall withhold the delivery of the wreck to the owner until the owner obtains a release from the salvor in respect of salvage due to him under the said award.
- c) Where the receiver has disposed of any wreck, he shall settle the salvor's claim in accordance with the Award from within the sale proceeds of the wreck and obtain a receipt from the salvor in token of his having received the amount in full and final settlement of his claim, before effecting payment of balance sale proceeds to the owner.

198. Powers to issue orders and directions.—

For the purposes of effective administration of the rules, the Andaman and Nicobar Administration shall by direction or order provide for the following —

- a) delivery of wreck to the rightful owner;
- b) formalities when buoys found adrift or ashore;
- c) procedures involved in salvage;
- d) procedures on services rendered to vessels stranded or otherwise in distress;
- e) receipts and expenditures;
- f) fees;
- g) register book; and
- h) such other procedures and processes as may deem fit by the Andaman and Nicobar Administrations, which are not in conflict with the Act or the rules made there under.

199. Powers of Central Government to make rules for Chapter X.—

For the purposes of this Chapter, the—

- a) powers and functions of the receiver of wreck;
- b) responsibilities and obligations of the owner, operator, master or person in-charge of vessel, property or cargo with respect to the wreck;
- c) measures adopted for the removal of obstruction to navigation;
- d) disposal of wreck, including its sale and proceeds of unsold property;
- e) measures to be adopted for protection of wreck, fouling of government moorings;
- f) rights and duties of salvors and performance of salvage operations or resolution of disputes pertaining to amount payable to salvors; and
- g) such other matter, which the Central Government may deem necessary for the efficient administration and removal of wrecks, shall be such as may be prescribed in the Inland Vessel Act, 2021.

CHAPTER XI

LIABILITY AND LIMITATION OF LIABILITY

200. Liability under Act.—

- a) The owner, operator, master, a member of crew or an insurer shall be liable for the offences and contraventions of the provisions of this Act or the rules made thereunder.
- b) Where any person is beneficially interested otherwise than by way of mortgage or in the share in any mechanically propelled inland vessel registered in the name of some other person as owner, the person so interested, and the registered owner, shall be liable to all the pecuniary penalties imposed by this or any other Act on the owners of mechanically propelled inland vessels or shares therein.

201. Limits of liability. —

- a) The rights of the persons, who are entitled to limit liability under section 64 of the Act, 2021 with respect to the claims including passenger claims on any distinct occasion, shall be in accordance with the Schedule appended to these rules.
- b) The owner, operator, master or any person in-charge of a vessel or member of crew of any mechanically propelled vessel may limit the extent of his liability for—
 - (i) claims in respect of loss of life or personal injury, or loss of, or damage to, property including damage to jetties, wharfs, harbour basins and waterways and aids to navigation, occurring on board or in direct connection with the operation of such vessels or with salvage operations, and consequential loss resulting therefrom;
 - (ii) claims arising out of loss resulting from delay in the carriage of cargo and passengers or their luggage by inland waters;
 - (iii) claims arising out of other loss resulting from infringement of rights other than contractual rights, occurring in direct connection with the operation of such vessel or salvage operations;
 - (iv) claims in respect of the raising, removal, destruction or rendering harmless of a vessel or the cargo which is sunk, wrecked, stranded or abandoned;
 - (v) claims of a person, other than the person liable, in respect of measures taken by such person in order to avert or minimise loss and for further loss caused by such measure;
 - (vi) claims for the loss of life or personal injury to passengers of such vessel brought by or on behalf of any person—
 - under the contract of passenger carriage; or
 - who, with the consent of the carrier, is accompanying a vessel for live animals which are covered by a contract for the carriage of goods, carried in such vessel.
- c) Notwithstanding anything contained in this section, no person shall be entitled to limit his liability for—
 - (i) claims for salvage; or
 - (ii) claims stipulated as exempted from the application of limitation of liability under any other law for the time being in force in India.
- d) Notwithstanding anything contained in this section, the act of invoking limitation of liability shall not be construed as constituting an admission of liability by any person who takes the defence.
- e) For the purposes of this Chapter, the liability of the owner or operator of a mechanically propelled inland vessel shall include the liability in an action brought against such vessels.
- f) The limits of liability and the criteria in determining compensation for any claim as provided under sub-section (b) shall be such as may be prescribed in the Inland Vessel Act, 2021.
- g) The person entitled to limit liability under sub-section (b) may apply to the High Court of respective jurisdiction for constituting a limitation fund for the consolidated rate as provided for under this Chapter.

- h) Where a vessel or other property is detained in connection with a claim, covered under this Chapter, the High Court may order release of such vessel or other property, upon an application made by the person, who is entitled to limit their liability and by—
 - (i) ensuring that such person, who is entitled to constitute the limitation fund has submitted his availability in person to the jurisdiction of the High Court; or
 - (ii) depositing sufficient fund or financial guarantee as determined by the High Court as security; or
 - (iii) constituting the limitation fund, as the case may be.

202. Apportionment of loss.—

- a) Whenever by the fault of two or more mechanically propelled inland vessels, damage or loss is caused to one or more of them or to the cargo of one or more of them or to any property on board one or more of them, the liability to make good the damage or loss shall be in proportion to the degree in which each of such vessel was at fault: Provided that—
 - (i) if, having regard to all the circumstances of the case, it is not possible to establish different degrees of fault, the liability shall be apportioned equally;
 - (ii) nothing in this section shall operate so as to render any vessel liable for any loss or damage to which such vessel has not contributed;
 - (iii) nothing in this section shall affect the liability of any person under any contract, or shall be construed as imposing any liability upon any person from which he is exempted by any contract or by the provisions of any law for the time being in force, or as affecting the right of any person to limit his liability in the manner provided by such law.
- b) For the purposes of this Chapter, reference to damage or loss caused by the fault of a mechanically propelled inland vessel shall be construed as including reference to any salvage or other expenses, consequent upon that fault, recoverable under the provisions of any law for the time being in force by way of damages.
- c) The person who has suffered damage or injured or his representative may apply to any court having appropriate jurisdiction on the claim, for the detention or attachment of the vessel.

203. Liability for personal injury, loss of life or pollution to environment.—

- a) Where, loss of life or personal injuries is suffered, damage to property or pollution is caused by any person on any mechanically propelled inland vessel or any other vessel, owing to the fault of that vessel and of any other vessel or vessels, the liability of the owners of such vessels concerned shall be joint and several.
- b) No liability for any claim other than loss of life, personal injury or pollution, shall attach to the owner, operator, master, or a member of crew or insurer under this Chapter, if he proves that the cause for claim—
 - (i) was a result of an act of war, hostility, civil war, insurrection or a natural phenomenon of an exceptional, inevitable and irresistible character; or
 - (ii) was wholly caused by an act or omission with intent to cause such damage by any other person; or
 - (iii) was wholly caused by the negligence or other wrongful act of a Andaman and Nicobar Administration or other authority responsible for the maintenance of lights or other navigational aids in exercise of its functions in that behalf.

204. Conduct barring right to limit. —

A person liable, shall not be entitled to limit his liability if it is proved that the loss resulted from his personal act or omission, committed with the intent to cause such loss or recklessly and with knowledge that such loss may probably resulting his act.

205. Limitation Fund. —

- a) Any person who is entitled to limit liability against whom a claim has been registered may constitute a fund in accordance with sub-section (6) of section 64 of the Act.
- b) The fund constituted under sub-rule (a) shall be equivalent to the limits of liability prescribed under rule 201 and shall comprise of the applicable interest from the date of occurrence of the event, which gave rise to the cause of action for the alleged liability, till the date of

constitution of the limitation fund, as determined by the court.

- c) The limitation fund constituted under sub-rule (a) shall be made available for the payment of claims as enumerated under sub-section (1) of section 64 of the Act.
- d) Subject to rule 211, any person, who is entitled to limit liability, may constitute the fund either by depositing the amount or by producing a financial guarantee determined by the court.
- e) For the purposes of this rule, any fund constituted by the persons entitled to limit the liability, including the insurer shall be deemed to be constituted by any or all persons against whom the alleged claims are instituted.

206. Disbursement of limitation fund. —

- a) Upon the adjudication of claims, the court may disburse the limitation fund, which has been constituted under rule 201 among the claimants, in proportion to such claims.
- b) While disbursing the fund as provided under sub-rule (1), the court may set-off the payments, if any made to the claimants by the persons liable or the insurer, prior to the constitution of the fund against the amount determined as payable; as it may deem fit and appropriate.
- c) Subsequent to satisfactory disbursement of fund towards the claims against which such fund has been constituted, the persons who have constituted the fund shall be entitled for reimbursement of the residue or excess amount remaining in the fund.
- d) For the purposes of sub-rule (3), any person, who has constituted the limitation fund, is entitled to claim the excess amount and for reimbursement of the residue amount, such person may apply to the respective court, before which the limitation fund has been constituted.
- e) Upon receipt of the application provided under sub-rule (4), the respective Court may release any amount found in excess and subsequent to the satisfactory payment of the claims against which fund has been constituted.
- f) Notwithstanding anything contained in sub-rule (5), the Court may retain the amount against such claims, which in its opinion, is necessary to be retained for future benefactors or claimants who has not pursue their claims subsequent to the institution of such claims; against which fund has been constituted:
- g) Provided that Court shall not retain the residuary amount found in excess of the satisfaction of the claims for more than twelve months, from the date of final disposal or adjudication of such claims.
- h) If the persons who have constituted the fund or the claimants fail to claim the fund or the amount entitled to be received against the claims; within a period of two years, from the date of final adjudication of the claims; such excess amount shall be credited against the Development Fund constituted under section 86 of the Act and the Welfare Fund constituted under section 96 of the Act or both, in such proportions, as may deem fit by the Andaman and Nicobar Administration; in whose jurisdiction the fund has been constituted.

207. Detention of mechanically propelled inland vessel.—

The Andaman and Nicobar Administration may appoint or authorise any officer under this Chapter, for the purpose of detaining any mechanically propelled inland vessel in connection with a claim, or an offence under this Chapter, and the procedure thereof shall be such as may be prescribed by that Government.

208. Non-applicability of limitation.—

No person shall be entitled to limit the liability against any claim, if such claim has arisen due to intentional act or negligence of the person or his employee, who otherwise would have been entitled to limit his liability under this Chapter.

CHAPTER XII
INSURANCE OF MECHANICALLY PROPELLED VESSELS PLYING IN INLAND
WATERS

209. Duty to indemnify.—

- a) Notwithstanding anything contained in any other for the time being in force, an insurer issuing a certificate of insurance under Chapter XII of the Act and in compliance with this rule shall be liable to indemnify the insured or any person as specified in the policy in respect of any liability to which the policy purports to cover.
- b) Where liability of the insured arises with respect to any claim by a third party, the corresponding liability of the insurer to indemnify the insured shall be the amount paid or payable by the insured to such third party in respect of such liability.
- c) Unless the insurance policy otherwise provides and subject to the provisions of the Act, the insurer is liable for successive losses, if the total amount of such losses exceed the sum insured.

210. Duties of the insured. —

- a) The contract of insurance shall be based on the principle of good faith and either party to the insurance contract may avoid his obligations, if the other party is proven to have failed to observe the principle of good faith.
- b) The insured shall disclose to the insurer, every material circumstance that are in the knowledge of the insured and in the ordinary course of business.
- c) The insured is deemed to know all material particulars and upon proven failure of such disclosure, shall entitle the insurer to avoid the contract of insurance.

Explanation.- For the purposes of sub-rule (2), the material circumstances shall include any circumstance, which may influence the judgment of a prudent insurer in exercising discretion to undertake the risk sought by the insured and to be covered by the insurer and for determining the premium.

- d) Notwithstanding anything contained in this rule, the insurer shall be presumed to possess knowledge of matters, which any insurer in the ordinary course of his business ought to know.

211. Insurance to cover.—

No mechanically propelled vessel shall be used for voyage in inland waters, unless there is in force—

- a) a policy of insurance which shall cover liability that may be incurred by the insured—
 - i) in respect of the death of or bodily injury to any person or damage to any property caused by or arising out of the use of the mechanically propelled vessel;
 - ii) in respect of liability of operational pollution and accidental pollution of inland waters;
- b) a policy of insurance in compliance of the Public Liability Insurance Act, 1991 (6 of 1991), if the mechanically propelled inland vessel is carrying or meant to carry, dangerous or hazardous goods;
- c) a policy of insurance covering the mechanically propelled vessel to—
 - i) a value not less than the liability incurred; or
 - ii) entitle it to be covered under limitation of liability as provided under this Act, a value not less than the specified and applicable limitation amount:

Provided that any policy of insurance issued with a value not less than the limitation of liability in force, immediately before the commencement of this Act, shall continue to be effective for a period of twelve months after such commencement or till the date of expiry of such policy, whichever is earlier.

212. Contractual liability not to cover.—

Notwithstanding anything contained in this Chapter, a policy shall not be required to cover any contractual liability of the insured that arises due to any performance or non-performance of a contract or of agreement in the capacity of a service provider.

213. Issuance and terms of insurance policy.—

- a) For the purposes of section 66, the policy of insurance issued shall be a policy, which—
 - (i) is issued by an authorised insurer;
 - (ii) insures the mechanically propelled inland vessel, any person or any classes of persons specified in the policy to the extent specified in section 66; and
 - (iii) is a certificate of insurance issued by the insurer to the insured in such form and content, and subject to such conditions as may be prescribed in the Inland Vessel Act, 2021.
- b) The terms and conditions to be incorporated in the contract of insurance entered between insurer and insured to cover the risks as provided in section 66 shall be such as may be prescribed in the Inland Vessel Act, 2021.

214. Cover note.—

- a) Pending issuance of certificate of insurance under rule 223, the authorized insurer may issue cover note and the cover note shall contain the contents as provided in Form No 33.
- b) A cover note referred to in sub-rule (a) shall be valid for a period of thirty days from the date of its issue and subject to satisfaction of the terms and conditions; the insurer shall issue a policy of insurance before the date of expiry of the cover note.

215. Policy of insurance and certificate of insurance.—

- a) The policy of insurance of the Act shall be reduced to writing as per the provisions of section 66 of the act and unless such a contract is embodied in a marine policy, it shall not be admitted in evidence.
- b) An authorised insurer shall issue to every holder of a policy of insurance, a certificate of insurance and such certificate of insurance shall contain contents as provided in Form No. 34, with respect to the insured vessel.
- c) The policy may be executed and issued, either at the time when the contract is concluded or subsequently.

216. Authorised person to issue the cover note and certificate of insurance.—

Every certificate of insurance or cover note issued by any insurer in compliance with the provision of the Act and under these rules shall be duly authenticated by such person who is specifically authorised by such insurer, in this regard.

217. Warranty. —

- a) Any warranty, that needs to be inferred as an express warranty, shall be included in the policy, in writing.
- b) The warranty as to the safety, security and fitness of the mechanically propelled inland vessel to engage or employ in any intended voyage or purpose, shall be an implied warranty that arises at the commencement of the voyage or operation of such vessel, where the insurance policy is attach to the vessel.

218. Term of insurance.—

- a) The term of insurance shall be deemed to commence from the date of the issuance of the cover note, where the cover note is issued; and if the cover note is not issued, the date on which the premium is received by the insurer from the insured; and such insurance shall remain valid till the date on which the cover note is cancelled or the insurance is terminated or lapses by time; whichever later:
- b) Provided that where the cover note is cancelled and the authorised insurer or the insured decides not to continue with the contract of insurance; the terms of insurance shall be deemed

to end on the date of cancellation of cover note.

- c) For the purpose of sub-rule (a), unless otherwise agreed between the insurer and the insured, the duty of the insured to pay the premium and the duty of the insurer to issue the policy or the certificate of insurance to the insured shall operate concurrently.
- d) The maximum period of insurance shall be twelve months.
- e) Notwithstanding anything contained in any other provisions, the obligation of an insurer to indemnify the insured against any third party risks or claims, which has arisen during the subsistence of the insurance and covered in the insurance policy; shall continue to remain valid, even if the policy has lapsed by operation of time or contractual clauses.

219. Inspection. —

The Inspectors under whose jurisdiction, a mechanically propelled inland vessel is positioned or located, may require the owner, operator or master of such vessel, to produce copy of the valid certificate of insurance carried on board such vessel.

220. Detention.—

- a) Any inland vessel found plying within inland waters, without a valid certificate of insurance shall be detained with immediate effect, by an authorised officer or inspectors acting under rule 215.
- b) The cost incurred in detaining and maintaining the vessel, during such detention, if any, by the authorities; shall be levied on the owner of the vessel or on his property.
- c) Any vessel detained under sub-rule (a) shall be released on production of the valid certificate of insurance or cover note, issued under the Act by any authorized insurer and upon satisfactory payment of the cost as provided under sub-rule (b).

221. Transfer of Policy of Insurance. —

- a) When the ownership of any mechanically propelled inland vessel is transferred to another person, then the prevailing policy of insurance that covers the vessel, shall automatically be deemed to be transferred to transferee from the date of transfer of ownership of the inland vessel.
- b) In the event of transfer as provided under sub-rule (a), the transferee, within fifteen days from the date on which the transfer is effected or recorded in the registry of vessels; shall intimate the details of the transfer, registration of the mechanically propelled inland vessel, the date of transfer, the details of the previous ownership and the number and date of the prevailing insurance policy; to the authorised insurer who issued the existing policy.
- c) Any authorised insurer, who decides to issue a fresh policy of insurance or cover note, to the transferee; upon receipt of such information mentioned in sub-rule (b), shall effect the changes by incorporating such changes, in the official records maintained by the authorised insurer.
- d) The authorised insurer, who has undertaken the obligation to provide the insurance coverage to any mechanically propelled inland vessel against the risks provided under section 66 of the Act; shall issue the certificate of insurance and the policy of insurance in compliance with the provisions of the Act to the transferee who has acquired the ownership of the vessel.
- e) For the purposes of the Act and this Chapter, any policy of insurance once transferred shall be treated anew, and the previous policy shall be deemed as cancelled and invalid from the date of the issuance of the fresh certificate of insurance and the policy of insurance, as the case may be.

222. Transfer of certificate of insurance.—

Where a person in whose favour the certificate of insurance has been issued in accordance with the provisions of this Chapter transfers to another person, the ownership of the mechanically propelled vessel covered under this Chapter, in respect of which such insurance was taken together with the policy of insurance relating thereto, the certificate of insurance and the policy described in the certificate shall be deemed to have been transferred in favour of the person to whom the mechanically propelled inland vessel is transferred with effect from the date of its transfer. Explanation.—For the removal of doubts, it is hereby clarified that such deemed

transfer shall include transfer of rights and liabilities covered under the said certificate of insurance and the policy of insurance.

223. Exclusion of advertising matter.—

No certificate of insurance or cover note issued under the Act and this Chapter shall contain any advertising matter on the face or on the back thereof.

224. Certificates of insurance lost, destroyed or mutilated beyond recovery.—

a) Where the holder of a policy—

- (i) lodges with an authorised insurer, a declaration in which he declares that the certificate of insurance issued to him by such insurer has been lost, destroyed or mutilated beyond recovery and sets out full particulars of the circumstances connected with the loss or destruction of the certificate and the efforts made to find it;
- (ii) returns to the authorised insurer the certificate of insurance issued to him by such insurer in a mutilated condition,

then the authorised insurer shall issue in lieu thereof a duplicate certificate of insurance with the word “Original in Duplicate” prominently endorsed to the effect.

- b) After issuance of a duplicate certificate of insurance under sub-rule (a) and on representation that a certificate of insurance has been lost, and if subsequently the original certificate is retrieved, the original certificate of insurance shall be surrendered to the insurer.

c) **Effect of certificate of insurance.—**

When an insurer has issued a certificate of insurance in respect of a contract of insurance between the insurer and the insured person, then,—

- (i) if and so long as the policy described in the certificate has not been issued by the insurer to the insured, the insurer shall, as between himself and any other person except the insured, be deemed to have issued to the insured person a policy of insurance conforming in all respects with the description and particulars stated in such certificate; and
- (ii) if the insurer has issued to the insured the policy described in the certificate, but the actual terms of the policy are less favourable to the person claiming under or by virtue of the policy against the insurer either directly or through the insured than the particulars of the policy as stated in the certificate, the policy shall, as between the insurer and any other person except the insured, be deemed to be in terms conforming in all respects with the particulars stated in the said certificate.

225. Reporting of information.—

On receipt of direction or request from the Central Government or any State Government or any officer authorized in this behalf by the State Government; to provide information or such other particulars; any person, authority or insurer required under the provisions of this Chapter to maintain records of documents, shall provide such information without any fees or charges.

226. Duty of insurers to satisfy Judgments and Awards.—

- a) If, after a certificate of insurance has been issued under this Chapter, in favour of the person by whom a policy has been effected, and if any Judgment or Award in respect of any such liability as is required to be covered by a policy, as mentioned in this Chapter is obtained against any person insured by the policy, then, notwithstanding that the insurer may be entitled to avoid or cancel or may have avoided or cancelled the policy, the insurer shall, subject to the provisions of this rule, pay to the person entitled to the benefit of the decree any sum not exceeding the sum assured payable, as if he were the judgment debtor, in respect of the liability, together with any amount payable in respect of costs and any amount payable in respect of interest on that sum by virtue of any enactment relating to interest on judgments.

- b) No sum shall be payable by any authorized insurer under sub-rule (a) in respect of any Judgment or Award unless, before the commencement of the proceedings in which the Judgment or Award is given, the insurer has been served with notice of such proceedings, through the Court or, as the case may be; the Court appointed or authorised to process claim or of the bringing of the proceedings, or in respect of such Judgment or Award so long as execution is stayed thereon pending an appeal; and an insurer to whom notice of any such proceedings is so served shall be entitled to be made a party thereto and to defend the action on any of the following grounds, namely: —
 - (i) that there has been a breach of a specified condition of the policy, being a condition excluding the use of the mechanically propelled vessel; or
 - (ii) for hire or reward, where the mechanically propelled vessel was found not fit to ply on the commencement of the voyage.
- c) Where any such judgment as is referred to in sub-rule (a) is obtained from a Court in a reciprocating country and in the case of a foreign judgment, by virtue of the provisions of section 13 of the Code of Civil Procedure, 1908 (5 of 1908) conclusive as to any matter adjudicated upon by it, the insurer (being an insurer registered under the Insurance Act, 1938 (4 of 1938) and whether or not he is registered under the corresponding law of the reciprocating country) shall be liable to the person entitled to the benefit of the decree in the manner and to the extent specified in sub-rule (a), as if the judgment were given by a Court in India:

Provided that no sum shall be payable by the insurer in respect of any such judgment unless, before the commencement of the proceedings in which the judgment is given, the insurer had been served the notice through the Court concerned, regarding institution of the proceedings and, the insurer to whom notice is so served is entitled under the corresponding law of the reciprocating country, to be made a party to the proceedings and to defend the action on grounds similar to those specified in sub-rule (b).

- d) Where a certificate of insurance has been issued under this Chapter or the provisions of the Act and in such certificate of insurance, if there is any condition that does not purport to provide liability of the insurer to cover risks in compliance with section 66 of the Act for reasons other than those in clause (ii) of sub-rule (b); such condition or conditions in the certificate of Insurance shall be of no effect.

227. Right to subrogation. —

Where the insurer indemnifies the liability of the insured, such insurer shall be entitled to take over the interest of the insured, as far as the insured has been indemnified; and the rights and remedies of the insured in respect of the subject matter insured subrogates to the insurer.

228. Settlement between insurers and insured persons. —

- a) No settlement made by an insurer in respect of any claim raised by the claimant in respect of any liability of the nature referred in section 66 of the Act shall be valid, unless such claimant is a party to the settlement.
- b) Where a person who is insured under a policy issued for the purposes of the Act has become insolvent, or where, if such insured person is a company, a winding-up order has been made or a resolution for a voluntary winding-up has been passed with respect to the company, no agreement made between the insurer and the insured person after the liability has been incurred to the claimants and after the commencement of the insolvency or winding-up, as the case may be, nor any waiver, assignment or other disposition made by or payment made to the insured person after the commencement aforesaid shall be effective to defeat the rights transferred to the claimant under this rule, but those rights shall be the same as if no such agreement, waiver, assignment or disposition or payment has been made.

229. Rights of claimants on insolvency of the insured.—

- a) When any contract of insurance is effected in accordance with the provisions of this Chapter, and if a person is insured against risks or liabilities, which he owes to claimants as provided in Section 66 of the Act, then —
 - (i) in the event of the person becoming insolvent or making a composition or arrangement with his creditors;
 - (ii) where the insured person is a company, in the event of a winding-up order being made or a resolution for a voluntary winding-up being passed with respect to the company or of a receiver or manager of the company's business or undertaking being duly appointed, or of possession being taken by or on behalf of the holders of any debentures secured by a floating charge of any property comprised in or subject to the charge, any such liability incurred by the insured person and his rights against the insurer under the contract in respect of the liability shall, notwithstanding anything to the contrary in any provision of law, be transferred to and vest in the claimants covered under this Chapter or under the Act to whom the liability was so incurred.
- b) Where an order for the administration of the estate of a deceased debtor is made according to the law of insolvency, then, if any debt provable in insolvency is owing by the deceased in respect of a liability to any claimant for the claims covered under this Chapter or the Act; against which he was insured under such contract of insurance in accordance with the provisions of the Act; then the deceased debtor's rights against the insurer in respect of that liability shall, notwithstanding anything to the contrary in any provision of law, be transferred to and shall vest in the person to whom the debt is owing.
- c) Any condition in a policy issued for the purposes of the Act or under this Chapter purporting either directly or indirectly to avoid the policy or to alter the rights of the parties hereunder upon the happening to the insured person of any of the events specified in clause (i) or clause (ii) of sub-rule (a) or upon the making of an order for the administration of the estate of a deceased debt or according to the law of insolvency, shall be of no effect.
- d) Upon transfer under sub-rule (a) or sub-rule (b), the insurer shall be under the same liability to the claimants covered under the Act or under this Chapter, as he would have been the insured person.

230. Insolvency not to affect liability. —

Where a certificate of insurance has been issued to the person by whom a policy has been effected, subsequent to which he becomes insolvent or bankrupt; then, notwithstanding anything contained in this Chapter, the liability of the insured and the authorized insurer shall remain with respect to nature of claims referred to in section 66 of the Act:

Provided that, nothing in this rule, shall affect the rights of insured to be indemnified by the authorized insurer or the rights of the claimants to bring direct action against the authorized insurer; who has undertaken the liability of the insured by virtue of the contract of insurance formed in compliance with the provisions of Chapter XII of the Act.

231. Duty to give information as to particulars of insurance and status of insured. —

- a) Person against whom a claim is made in respect of any liability shall on demand by or on behalf of the person making the claim, state the details and particulars of insurance, including the extent of the risk or coverage and the like, as covered by such policy of insurance.
- b) In the event of any person becoming insolvent or making a composition or arrangement with his creditors or in the event of an order being made for the administration of the estate of deceased person according to the law of insolvency, or in the event of circumstances provided in rule 20, it shall be the duty of the insolvent debtor, personal representative of the deceased debtor or company, as the case may be, or the official assignee or receiver in insolvency, trustee, liquidator, receiver or manager, or person in possession of the property to give at the request of any person claiming that the insolvent debtor, deceased debtor or

company, is under such liability to him as is covered by the provisions of the Act, the information as may reasonably be required by him for the purpose of ascertaining, whether any rights have been transferred to and vested in him, and for the purpose of enforcing such rights, if any; and any such contract of insurance as purports, whether directly or indirectly to avoid the contract or to alter the rights of the parties, upon giving of such information in the events aforesaid, or otherwise to prohibit or prevent the giving thereof in the said events, shall be of no effect.

- c) The duty to give the information imposed by this rule shall include a duty to allow access to all contracts of insurance, receipts for premiums and such other relevant documents in the possession or power of the person on whom the duty is so imposed under the Act or such other laws in force in India.

232. Effect of death on certain causes of action.—

Notwithstanding anything contained in section 306 of the Indian Succession Act, 1925 (39 of 1925), the death of a person in whose favour a certificate of insurance had been issued, if it occurs after the happening of an event which has given rise to a claim under the provisions of this Chapter, shall not be a bar to the survival of any cause of action arising out of the said event against his estate or against the insurer.

233. Powers of Central Government to make rules for Chapter XII.—

The Central Government shall, by rules made in this behalf, specify the terms, conditions and procedures to be complied with by the insurers and insured including—

- a) cover note of insurance and its validity;
- b) rights and duties of the insured;
- c) procedures and processes involved in processing of claims;
- d) duties and obligations of the insurers to satisfy the judgments and awards;
- e) rights of claimants, liability of the insured and the insurers in special circumstances such as the insured becomes insolvent and the procedures to be followed;
- f) procedures, processes and minimum terms of conditions for the settlement between the insurers and insured persons;
- g) procedures to be followed in the transfer of certificate of insurance; and
- h) such other matters directly or indirectly related to insurance of mechanically propelled vessels, for the purposes of effective implementation and administration of this Chapter.

SCHEDULE
LIMITS OF LIABILITY
[see rule 197]

GENERAL LIMITS

(a) In respect of claims for loss of life or personal injury on any distinct occasion

- (i) For the loss of life, ten lakh rupees per person
- (ii) For the permanent disability, eleven lakh rupees per person.

Note: The limit of liability for the death and disability compensation shall be over and above the cost of the treatment of the sick or injured person.

The determination of the disability shall be in accordance with the Employees Compensation Act, 1923.

(b) In respect of claims arising on any distinct occasion for loss of life or personal injury to passengers on an Inland vessel —

- (i) For the loss of life, an amount of ten lakh rupees per passenger.
- (ii) For the permanent disability, an additional amount of 10% per passenger.

Note: The limit of liability for the death and disability compensation shall be over and above the cost of the treatment of the sick or injured person.

The determination of the disability shall be in accordance with the Employees Compensation Act, 1923.

(c) In respect of any other claims

- For vessels below 500 GT- Four crore rupees
- For vessels from 500 GT to less than 3000 GT – eight crore rupees
- For vessels of 3000 GT and upto 6000 GT – twelve crore rupees.

CHAPTER XIII**INQUIRY INTO CASUALTY, ACCIDENT OR WORK****234. Reporting of Casualty, accident, Wreck, etc.---**

- a) The Andaman and Nicobar Administration, may by notification, appoint any designated authority for the purposes of this Chapter.
- b) The owner, operator or master of a mechanically propelled inland vessel, shall give information of any wreck, abandonment, damage, casualty, accident, explosion or loss occurred to or on board such a vessel while in the inland waters, to the officer in-charge of the nearest police station and to the designated authority appointed under sub-section (a), in such form and manner as may be prescribed by the Andaman and Nicobar Administration.
- c) The designated authority shall at once report the contents of the information referred to in sub section (b) to the District Magistrate.
- d) The officer in-charge of the police station shall, on receipt of information referred to in sub section (b), investigate into the matter and submit a report to the jurisdictional Judicial Magistrate in accordance with the provisions of Chapter XII of the Code of Criminal Procedure, 1973 (2 of 1974).
- e) The Judicial Magistrate may, on receiving the report referred to in sub-section (d), take action as he may deem fit in accordance with the provisions of Chapter XVI.

235. Preliminary enquiry by designated authority and inquiry by District Magistrate.—

- a) The designated authority may, in pursuance of the information referred to in sub-section (2) of section 74, conduct a preliminary enquiry and submit a report thereof to the District Magistrate, who shall transmit the same to the Andaman and Nicobar Administration.
- b) The Andaman and Nicobar Administration may, on receipt of the report referred to in sub-section (1), if deemed necessary, direct the District Magistrate to submit an additional report to it and send a copy thereof to the Judicial Magistrate of the first class referred to in sub-section (4) of section 74 through the jurisdictional police.
- c) The powers of the District Magistrate referred to in sub-section (2) and the procedures to be followed by him in holding the inquiry for submission of additional report shall be such as may be prescribed by the Andaman and Nicobar Administration.

236. Appointment of Court of investigation

- a) **Preliminary inquiry :-** On receiving information about the inland vessel casualty, the Administration shall appoint an appropriate officer with the knowledge of Inland Vessel operations and navigation to conduct a Preliminary inquiry into the accident.

The purpose of the preliminary inquiry is to establish the following :

- (i) The reported incident qualifies to be an inland vessel casualty within the meaning of the Act.
- (ii) the details of the voyage leading to the casualty
- (iii) The events that led to the casualty
- (iv) The extent to which loss of life or loss of property or damage to environment has occurred due to the shipping casualty.
- (v) The causes that led to the casualty including acts of incompetency, negligence or misconduct of the person or persons concerned.

- b) The preliminary inquiry which is held under rule 70 (a) above is a departmental inquiry and the proceedings of such enquiries are not released to the public.
- c) In conducting the preliminary inquiry, the inquiry officer has the following responsibilities :
 - (i) To inform the Administration of the details of the shipping casualties occurring within their jurisdiction.
 - (ii) To go on board the inland vessel and inspect the same including machinery and equipment but not unnecessarily detaining or delaying her from proceeding on any voyage.
 - (iii) To enter and inspect any premises to facilitate the completion of the preliminary inquiry
 - (iv) To summon persons he thinks fit to take statement to complete the preliminary inquiry.
 - (v) To demand the production of all logbooks, documents or papers he considers necessary for the inquiry.
 - (vi) To submit a report to the Administration.
- d) Whenever on the basis of the preliminary inquiry, the Administration is satisfied that it is necessary or expedient to have a formal investigation into the facts of any case reported under these rule or otherwise brought to its notice, the Administration may
 - (i) appoint a Special Court and direct the Court to make the investigation at such place as the Administration may fix in this behalf, or
 - (ii) direct any Court of Chief Judicial Magistrate or the Court of any District Magistrate to make the investigation.
- e) A special Court appointed under these rule shall consist of not less than two and more than four persons of whom one shall be a Magistrate, one shall be a person conversant with maritime affairs or with the navigation of inland mechanically propelled vessels, and the other or others (if any) shall be conversant with either maritime or merchantile affairs, or with the navigation of inland mechanically propelled vessels.

237. Powers of District Magistrate subsequent to inquiry.—

- a) The District Magistrate may, after inquiry, recommend in his report for cancellation or suspension or confiscation of a certificate of competency or a certificate of service granted to a master, crew or engineer by the Andaman and Nicobar Administration under Chapter VI, if such District Magistrate finds that—
 - (i) the accident or casualty, including loss, stranding or abandonment of, or damage to, any mechanically propelled inland vessel, or loss of life, has been caused by the wrongful act or default of such master or engineer;
 - (ii) such master or engineer is incompetent or has been guilty of any gross act of drunkenness, tyranny or other misconduct, or in a case of collision, has failed to render such assistance or give such information or notice as may be required under this Act.
- b) At the conclusion of the inquiry, or as soon thereafter as possible, the District Magistrate shall state in open sitting, the decision arrived at by him with respect to the cancellation or suspension or confiscation of any certificate of competency or a certificate of service and, if suspension is ordered, the period for which the certificate is suspended.
- c) Without prejudice to the provisions of this section, the District Magistrate may also make such order and require such security in respect of the costs of the matter as he may deem fit and necessary in the circumstances of the case.

238. Power of Court of investigation to inquire into charges of incompetency or misconduct

- a) Any Court making an investigation under these rule may inquire into any charge of incompetency or misconduct arising in the course of the investigation against any master, engineer or engine-driver, or any person holding a certificate granted under Chapter III of

the Act, as well as into any charge of a wrongful act or default on his part causing any wreck, abandonment, damage, casualty, or loss referred to in these rule.

- b) In every case in which any such charge arises against any master, engineer or engine driver, or any person holding a certificate granted under Chapter III of the Act in the course of an investigation, the Court shall, before the commencement of the inquiry into the charge, cause to be furnished to him a copy of the report or of any statement of the case upon which the investigation has been directed.

239. Power for Administration to direct investigation to otherwise than of under rule 74

- a) If the Administration has reason to believe that there are grounds for charging any master, engineer or engine driver, or any person holding a certificate granted under Chapter III of the Act, with incompetency or misconduct, otherwise than in the course of an investigation under these rule, it may send a statement of the case to the jurisdiction of Court of Chief Judicial Magistrate, or the Court of the District Magistrate, at or nearest to the place at which it may be convenient for the parties and witnesses to attend, and may direct the court to make an investigation into the charge.
- b) Before commencing an investigation under these rule, the Court shall cause the person charged to be furnished with a copy of the statement of the case sent by the Administration.

240. Person charges to be heard

For the purpose of an investigation under this Chapter into any charges against a master, engineer or engine-driver, or any person holding a certificate granted under Chapter III of the Act, the Court may summon him to appear, and shall give him full opportunity of making a defence, either in the personal or otherwise.

241. Assessors

- a) For the purposes of this Chapter, the Andaman and Nicobar Administration may appoint and maintain a list of assessors, which may be revised from time to time.
- b) The Andaman and Nicobar Administration shall, by rules made in this behalf, specify the qualifications, criteria and consideration, fees or charges for the assessors, who are conversant with the maritime affairs and have 26 experience in the merchant service or in the navigation of the mechanically propelled inland vessels and willing to act as an assessor.
- c) The District Magistrate may, for the purposes of assisting in the inquiry under this Chapter, appoint any number of assessors, from the list of assessors provided to him by the Andaman and Nicobar Administration.
- d) In every inquiry, other than the one specified in sub-section (3), the District Magistrate may, if he thinks fit, appoint an assessor, for the purposes of such inquiry, any person.
- e) Every person appointed as an assessor under this section shall assist the District Magistrate in the inquiry and deliver his opinion as may be sought for, which shall be recorded in the proceedings.

242. Powers of Court as to evidence and regulation of proceedings

- a) For the purpose of any investigation under this Chapter, the court making the investigation shall, so far as relates to compelling the attendance and examination of witnesses, and the production of documents and the regulation of the proceedings, have

- (i) if the court is a Special Court - the same powers as are exercisable by the jurisdiction of Court of Chief Judicial Magistrate, for the place at which the investigation is made; or
- (ii) if the Court is a jurisdiction of Court of Chief Judicial Magistrate, or the Court of the District Magistrate - the same powers as are exercisable respectively by either Court in the exercise of its criminal jurisdiction.

243. Power of Court to effect arrest of witnesses by entry and detention of vessels

- a) If any court making an investigation under this Chapter issues a warrant of arrest to compel the attendance of any person whose evidence is in its opinion necessary, it may, for the purpose of effecting the arrest, but subject to any general or special instructions issued by the Administration in this behalf authorize any officer to enter any vessel.
- b) An officer so authorized to enter any vessel; may, for the purpose of enforcing the entry, call to his aid any officers of Police or Customs, or any other persons, and may seize and detain the vessel for such time as is reasonably necessary to effect the arrest; and every such officer or other person shall be deemed to be a public servant within the meaning of the Indian Penal Code.
- c) No person shall be detained under this section for more than forty-eight hours.

244. Power of Court to commit for trial and to bind over witnesses

Whenever, in the course of an investigation under this Chapter, it appears to the Court making the investigation may that any person has committed, within the territories to which the Act extends, an offence punishable under any law in force in such territories, the Court making the investigation (subject to such rules consistent with the Act as the High Court may, from time to time, make in this behalf)

- a) cause such person to be arrested;
- b) commit him or hold him to bail to take his trial before the proper Court;
- c) bind over any other person to give evidence at such trial; and
- d) exercise, for the purposes of this section, all the powers of a Magistrate of the first-class or of a Presidency Magistrate.

245. Deposition of absent witnesses

- a) Whenever, in the course of a trial referred in these rule, the evidence of any witness is required in relation to the subject matter, any deposition previously made by him in relation to the same subject-matter before any Court making an investigation under this Chapter shall, if authenticated by the signature of the Magistrate or presiding Judge of such Court, be admissible in evidence on proof
 - (i) that the witness cannot be found within the jurisdiction of the Court before which the trial is held; and
 - (ii) that the deposition was made in the presence of the person accused, and that he had an opportunity of cross-examining the witness.
- b) A certificate signed by such Magistrate or presiding Judge that the deposition was made in the presence of the accused, and that he had an opportunity of cross-examining the witness shall, unless the contrary be proved, be sufficient evidence that it was so made and that the accused had such opportunity.

246. Report of District Magistrate to be Notified by Andaman and Nicobar Administration

- a) The District Magistrate shall, in the case of every inquiry under this Chapter, make a full report of the conclusions at which he has arrived, together with the evidence recorded and the written opinion of any assessor.

- b) The Andaman and Nicobar Administration shall, on receipt of the report referred to in sub-section (1) from the District Magistrate, cause it to be published by notification in its Official Gazette.

247. Court to exercise its power independently of the assessor

Notwithstanding the appointment under these rule of an assessor or assessors by a Court making an investigation under this Chapter, the exercise of all powers conferred on such Court by this chapter and the Act shall rest with the Court alone.

248. Power for Administration to direct investigations into causes of explosions on mechanically propelled vessels

- a) Whenever any explosion occurs on board any inland mechanically propelled vessel, the Administration may direct that an investigation into the cause of the explosion be made by such person or persons as it may appoint in this behalf.
- b) The person or persons so appointed may, for the purpose of the investigation, enter into and upon the mechanically propelled vessel, with all necessary workmen and labourers, and remove any portion of the mechanically propelled vessel or of the machinery thereof, and shall report to the Administration what, in his or their opinion, was the cause of the explosion.
- c) Every person making an investigation under this section shall be deemed to be a public servant within the meaning of the Indian Penal Code.

249. Power of Andaman and Nicobar Administration to suspend, cancel and confiscate certificate.—

- a) The Andaman and Nicobar Administration, in whose jurisdiction the certificate of competency or a certificate of service was granted under Chapter VI, may cancel or suspend any such certificate or, in the event of the vessel being found in the jurisdiction of another State Government, such State Government may confiscate the certificate, if,—
 - (i) on any inquiry made under this Chapter, the District Magistrate reports for cancellation or suspension or confiscation of that certificate under section 78; or
 - (ii) the holder of such certificate is proved to have been convicted of any non-bailable offence; or
 - (iii) the holder of such certificate is proved to have deserted his vessel or has absented himself without leave and without sufficient reason, from his vessel or from his duty; or
 - (iv) in the case of a person holding any designation as provided by the certificate of competency or certificate of service, is or has become, in the opinion of the Andaman and Nicobar Administration, unfit to act in such designation, as the case may be.
- b) Every person whose certificate of competency or a certificate of service is suspended or cancelled under this Chapter shall deliver it to such person as the Andaman and Nicobar Administration, which suspended or cancelled it, may direct.
- c) If any State Government cancels, suspends or confiscates the certificate of competency or a certificate of service granted under Chapter VI, the proceedings and the fact of confiscation and recommendation for suspension or cancellation, shall be reported to the Andaman and Nicobar Administration which has originally issued, granted or endorsed such certificates.
- d) The Andaman and Nicobar Administration may, at any time, revoke any order of suspension or cancellation or confiscation which it may have made under this Chapter, or

grant a certificate anew, for reasons to be recorded in writing, to any person whose certificate it has so cancelled and such certificate granted anew, shall have the same effect as a certificate of competency granted under this Act after examination.

CHAPTER XIV

RULES ON REGULATION OF TRADE PRACTICES

250. Minimum terms of contract. —

- a) Every service provider shall provide for contractual terms consistent with the provisions of the Act and the rules made thereunder and shall stipulate the following:-
 - (i) service provider shall ensure safe transportation;
 - (ii) the details of insurance, including validity, extent and the like;
 - (iii) restrictions, if any regarding the carriage of passengers or cargo; and
 - (iv) such other conditions as may be specified in the Inland vessel Act, 2021.
- b) Every service user shall disclose the following to the service provider. —
 - (i) true nature of cargo or luggage in the case of passengers, carried or entrusted to be carried by any vessel directly or indirectly by the service provider;
 - (ii) cargo is free of any danger and are safe to be carried on the inland vessel in the intended form of carriage or storage;
 - (iii) the cargo is packed, labelled and identified in accordance with the provisions of the Act and this rule; and
 - (iv) such other matter as may be required to be provided under any of the provisions of the act.

251. Classification of dangerous goods and prohibited cargo. —

- a) Central Government or such authority or officer authorised by Central Government may issue guidelines or directives for the safe stowage and carriage of dangerous goods or cargo on board inland vessels from time to time.
- b) All service providers undertaking the carriage of dangerous goods shall ensure that the dangerous goods are stowed and carried in compliance with the guidelines or directives, issued under sub-rule (1).
- c) Central Government or such authority or authorised officer by general order, may publish, from time to time, the list of dangerous goods along with their categorisation, compatibility with the carriage of passengers and segregation, including the guidelines for their safe stowage and carriage on board inland vessels and the dangerous goods or cargo shall be categorised into the following: —
 - (i) flammable liquid;
 - (ii) flammable solid;
 - (iii) oxidising substances;
 - (iv) toxic substances;
 - (v) corrosive substances;
 - (vi) explosives;
 - (vii) non-toxic but flammable gas;
 - (viii) toxic but non-flammable gas; and
 - (ix) such other materials irrespective of its form or nature, as may be notified as dangerous goods or dangerous cargo.
- d) For the purposes of safe stowage and transportation of dangerous goods as per sub-rule (1), the Central Government may classify the dangerous goods identified in sub-rule (3) to be carried by the following class or category of mechanically propelled inland vessels which are used to—
 - (i) carry, stow, or transport cargo alone,
 - (ii) carry or transport passengers alone, in which cargo is carried as baggage accompanying passengers; and
 - (iii) carry, stow or transport passengers and cargo.
- e) All service providers shall provide adequate information by clearly exhibiting the information as to their compliance with this rule.

- f) Any service provider who is found carrying dangerous goods, in contravention to this rule, shall be punishable under sub-section 3 of section 87 of the Act.

252. Prohibited goods or cargo. —

- a) Central Government or such authority or authorised officer by Central Government may, from time to time, issue the list of goods or cargo, which the inland vessels are prohibited from carrying—
 - (i) flammable goods that are spontaneously combustible substance;
 - (ii) toxic substances which are infectious in nature;
 - (iii) radioactive substances or any compound containing radioactive materials including waste;
 - (iv) wastes carried as cargo intended to be dumped in inland waters; and
 - (v) such other materials irrespective of its form or nature as may be enlisted as prohibited goods or cargo.
- b) Any service provider who is found carrying prohibited goods or cargo, shall be punishable under sub-section (3) of section 87 of the Act.
- c) The Central Government shall, by notification, declare the list of dangerous goods that may be carried subject to such conditions, as may be prescribed by it, and prohibited goods that are prohibited from being carried on any class or category of mechanically propelled inland vessels, while plying in the inland waters.

253. Packing, labeling and manner of display of class labels for dangerous goods or dangerous cargo. —

- a) The service user shall reveal the nature of dangerous goods or dangerous cargo to the service provider and shall pack, label and display the class of dangerous goods or dangerous cargo in compliance with instructions for the safe transport of dangerous goods or dangerous cargo by inland waterways, approved and issued by the Central Government or any other authority or officer authorised, by the Central Government from time to time.
- b) There shall be no presumption of knowledge on the part of the service provider with respect to the declaration of nature, packing, labeling, marking and display of class labels of dangerous goods or dangerous cargo by the service user:

Provided that the service provider shall not be held liable for the consequences arising from the acts committed by the service user in contravention to this rule.

- c) Notwithstanding anything contained in sub-rule (2), service provider may verify and inspect the cargo packed and labelled as dangerous goods or dangerous cargo and upon any demand from the service provider, the service user shall allow such verification and inspection of the goods or cargo by the service provider.

CHAPTER XV
PILOTAGE, VESSEL DETENTION AND DEVELOPMENT FUND

254. Pilotage.—

- a) The Central Government may, by notification, specify the requirement of pilotage in whole or part of inland waterways declared as national waterways.
- b) The Andaman and Nicobar Administration may, by notification, specify the requirement of pilotage in whole or part or any stretch of designated inland waterways or such passages that lie within the respective territory of such Andaman and Nicobar Administrations and in respect of which the Central Government has not specified under sub-section (1).

255. Certified master to be deemed pilot under Act 15 of 1908.—

Subject to the provisions of section 83, every master of any mechanically propelled inland vessel, who possesses a master's certificate granted under this Act and in force, shall, in ports to which section 31 of the Indian Ports Act, 1908 has been extended, be deemed, for the purposes of that section, to be the pilot of the mechanically propelled inland vessel of which he is in-charge.

256. Vessel detention and forfeiture.—

- a) The Andaman and Nicobar Administration or any officer authorised under this Act may, detain, forfeit or remove from the inland waters, any mechanically propelled inland vessel, which is required to be registered under the provisions of this Act, if found—
 - (i) plying or being used in inland waters without a valid certificate of registration;
 - (ii) plying without a valid certificate of survey;
 - (iii) plying with passengers beyond the permitted carrying capacity;
 - (iv) to have not affixed the registration number assigned to such vessels as provide under this Act;
 - (v) not complying with the manning requirements under Chapter VI;
 - (vi) not complying with the provisions of Chapter VIII;
 - (vii) to act in contravention to the provisions of Chapter X;
 - (viii) not in compliance with the provisions of Chapter XII; (i) to carry dangerous goods or prohibited goods in contravention to the provisions of section 81 or the rules made thereunder.
- b) The owner, operator or any such person recognised as responsible for the vessel under detention, shall pay the respective and applicable fees and charges for the safe custody and maintenance of the detained or forfeited vessel, which shall be pre-condition for release of the vessel and which if unpaid, shall create a lien over such vessel to comply with the provisions of this Act.
- c) Upon compliance with the provisions of this Act and the rules made thereunder, and after rectifying the mistakes that lead to detention, the Andaman and Nicobar Administration shall, without any unreasonable delay, release the vessel and her custody to the owner, operator or any such person recognised as responsible for the vessel under this Act.
- d) Unless specifically provided elsewhere in this Act, the procedures for detention, formality, fees and conditions to be followed and observed by the concerned officer or authority or court, appointed or authorised or constituted under this Act, for the purpose of detaining a vessel, shall be such as may be prescribed by the Andaman and Nicobar Administration.

- e) An officer so authorised to enter any vessel may, for the purpose of enforcing the order of detention or forfeiture, call to his aid, any police officer or any other person authorised under this Act or such other laws in force in India.

257. Constitution of Development Fund.—

- a) There shall be a Fund constituted by the Andaman and Nicobar Administration to be called the Development Fund, to be utilised for—
 - (i) meeting emergency preparedness;
 - (ii) meeting containment of pollution caused by discharge of oil, mixtures, obnoxious substances, chemicals and other noxious and harmful substances, to preserve and protect inland waters;
 - (iii) supporting, part or whole of expenses of owners or economically backward sector involved in activities of trade and living depending solely on inland waters;
 - (iv) removal of unidentified wreck or obstruction affecting and impeding navigation; and
 - (v) boosting up development works of inland water navigation with respect to safety and convenience of conveyance.
- b) For the purposes of constitution of the Development Fund under sub-section (1), endeavour shall be made to design schemes of contribution from—
 - (i) the Andaman and Nicobar Administration;
 - (ii) stake holders;
 - (iii) the amount collected from sale of wreck or cargo or remains thereof after deducting the expenses incurred;
 - (iv) excess fund out of judicial sale of vessels or any property or cargo after meeting the expenses incurred or set-off against the court to meet damages or functioning of the court or administrative machinery; and
 - (v) part or proportionate disbursement of fees collected by the Andaman and Nicobar Administration as provided in this Chapter.

258. Mis-declared or undeclared goods or cargo. —

- a) For the purpose of this Chapter, the Andaman and Nicobar Administration shall appoint or authorise such officer or authority to carry out inspection or search any vessel while plying within inland waters or such other premises on land within the respective jurisdiction so allotted.
- b) The officer appointed or authorised by the Andaman and Nicobar Administration under the Act or the rules made thereunder shall inspect the vessel or the cargo by serving notice to the service user or service provider.
- c) Notwithstanding anything contained in sub-rule (1), in case of an emergency or in the event of any information received with respect of prohibited cargo, dangerous goods or dangerous cargo that are carried or transported, not in compliance with the provisions of the Act or this rule; the inspector shall board such mechanically propelled inland vessel, or any vessel while in the inland waters or such premises on land without any notice served prior to his inspection or visit:

Provided any inspection carried out shall be reported to the Designated Authority with relevant information or such other reason that led to inspection under sub-rule (2).

- d) The inspectors appointed under the provisions of the Act or the rules made thereunder shall undergo periodical training and assessment, with respect to the functions assigned to them.

259. Removal, storage and sale of goods or cargo found carried or transported in contravention.

- a) The officer appointed or authorised for the purpose of this Chapter may remove, or cause to be removed, any goods or cargo carried, loaded or stored in any mechanically propelled inland vessel plying within inland water limits, which is found to be carried, loaded or stored in contravention of the provisions of the Act or the rules made thereunder.
- b) Any goods or cargo removed under sub-rule (1) shall be stored in warehouses or such facilities depending upon nature and characteristics of such dangerous goods or dangerous cargo, ensuring safety and security of such goods or cargo and that of human life and environment.
- c) The owner or person responsible for carrying, loading or storing of dangerous goods or dangerous cargo shall be liable to pay the expenses incurred for the removal and storage charges of such dangerous goods or dangerous cargo.
- d) If the owner or any person responsible for carrying, loading or storing, neglects to pay the expenses incurred in the removal thereof within one week after demand, the owner of the vessel shall be notified for a second time and after the lapse of one week from the issuance of second notice, if the demanded amount remains unpaid, then the cargo so removed shall be sold by public auction and the authorised or appointed officer may retain all the expenses of such removal, storage and sale, out of the proceeds of the sale.
- e) If the dangerous goods or dangerous cargo so recovered by the appointed or authorised officer remains unsold, such cargo shall be kept and deposited in such manner as the Andaman and Nicobar Administration may direct from time to time and the Andaman and Nicobar Administration may, recover the expenses of maintaining the same, together with the expenses of sale, or maintaining the part or material remaining unsold.
- f) The expense and the additional amount incurred by the authorised officer or such other officer, shall be recovered out of the sale proceeds of the cargo removed from any mechanically propelled inland vessels, and the balance, if any shall be paid to the person entitled to the recovered cargo, or, if no such person appears and claims the balance; such balance amount shall be held in deposit for payment, without interest, to the person thereafter establishing his right of ownership of cargo, thereto.
- g) No claim beyond six months from the date of the sale shall be entertained and the same shall be rejected by any authorised or appointed officer.
- h) After the period of six months, the unclaimed amount so deposited under sub-rule shall be transferred to the Development Fund constituted under section 86 of the Act.
- i) Where the sale proceeds of the vessel or cargo are insufficient to meet the expenses and the additional expenses incurred; the owner or operator of the vessel shall be liable to pay the deficiency to the authorised or appointed officer upon demand; and if the deficiency remains unpaid, within one month from the date of such demand; the authorised or appointed officer may recover the deficiency from such owner or operator of vessel or cargo or both, as if it were an arrear of land revenue and such arrear shall be recoverable from the personal assets of such owner or operator of vessel or cargo or both.

260. Confiscation and custody of prohibited cargo or goods. —

- a) The officer appointed or authorized for the purpose of this Chapter may remove, or cause to be removed and confiscate any cargo or goods; which are suspected to fall within the list of prohibited goods or cargo and are found to be carried, loaded or stored in any mechanically propelled inland vessel plying within inland water limits.
- b) If the authorised officer has reason to believe that the levels of carriage and presence of prohibited cargo are such as to cause or threat to cause imminent danger to life or environment, the vessel or vessels involved in wrongful act, shall be detained and removed to a safe wharf or jetty or such other place, depending on proximity and safety, for investigation, and for minimising and containment of apprehended dangers.

- c) The owner or person responsible for carrying, loading or storing of prohibited cargo or goods shall be liable to pay the actual expenses incurred for the removal and storage charges of such cargo and vessel:

Provided that the service provider shall not be held liable for the consequences arising from the acts committed by the service user in contravention to this rule.

- d) The prohibited cargo or goods seized or confiscated under sub-rule (1) or sub-rule (2) shall be destroyed at the earliest in safe conditions and at facilities, specifically designated by the respective Designated Authority.
- e) If the owner or any person responsible for carrying, loading or storing, neglects to pay the actual expenses incurred in the removal, storage, detention or disposal thereof, within one week after demand, such person shall be notified for a second time; and if after the lapse of one week from the issuance of second notice, the amount so demanded remains unpaid, the vessel so detained shall be sold by public auction and the appointed or the authorised officer may retain all the expenses of such removal, storage, detention or disposal, out of the sale proceeds.
- f) The expense and the additional amount shall be payable to the authorised officer or such other officer, out of the sale proceeds of the vessel detained from any mechanically propelled inland vessels, and the balance shall be paid to the person entitled to the vessel detained, or, if no such person appears and claims the balance; such balance amount for payment, without interest, to the person thereafter establishing his right of ownership of vessel thereto.
- g) No claim beyond twelve months from the date of the sale shall be entertained and the same shall be rejected by authorised and appointed officer.
- h) After the lapse of twelve months as provided in sub-rule (7), the unclaimed or residual amount recovered from the sale proceeds shall be deposited with the Designated Authority, and such fund, as it may deem fit to the Andaman and Nicobar Administration and thereafter the same shall be transferred to the fund constituted under section 86 or section 96 of the Act, as the case may be.
- i) Where the sale proceeds of the vessel are found insufficient to meet the expenses and additional expenses incurred; the owner of the vessel found responsible under this rule shall be liable to pay the deficient amount to the authorised or appointed officer, upon demand; and if such amount remains unpaid, within one month from the date of such demand, such amount shall be recoverable as if as if it were an arrear of land revenue and such arrear shall be recoverable from the personal assets of such owner of vessel.
- j) Notwithstanding anything contained under this rule, if the responsibility of delivering the prohibited goods or cargo that are found to be carried, loaded or stored on any non-mechanically propelled inland vessel; lies on the owner of such goods or cargo, such person shall be fully liable to meet the expenses and additional expenses incurred for removal, storage, detention or disposal of such goods or cargo and such expenses shall be recoverable as if it were an arrear of land revenue and such arrear shall be recoverable from the personal assets of such owner of cargo
- k) Provided that in the event if both the owner or operator of the vessel and prohibited goods or cargo are found liable for carrying, loading or storing of such goods or cargo; then such persons shall be jointly and severally liable under the Act for committing the offences and shall meet the expenses and additional expenses incurred removal, storage, detention or disposal of such goods or cargo, and such expenses shall be recoverable as if it were an arrear of land revenue and such arrear shall be recoverable from the personal assets of such owner of vessel or cargo.
- l) Any person who acts in contravention with any of the situations in sub-section (1) shall be punishable under sub-section 3 of section 87 of the Act.

261. Directions by competent authority.—

The Competent Authority shall provide directions as to the safe custody and disposal of dangerous and prohibited cargo or goods as may be removed from any mechanically propelled vessel found within the inland waters.

262. Cancellation and suspension of certificate or approval.—

In the event of investigation or inquiry initiated against any service provider for non-compliance with the provisions of this Chapter, the Andaman and Nicobar Administration may suspend or cancel any certificate or approval issued under the provisions of the Act.

263. Obligation to not commit unlawful acts.—

Unless specifically exempted under the Act; any or all of the following acts are hereby declared unlawful and the service providers, service users or any other persons directly or indirectly involved in operation of vessels or cargo or passenger terminal shall at all times comply with their respective obligations mentioned in this Chapter-

- a) illegal opening of inland waterway ports or landing stages; embarking or disembarking passengers, loading or unloading cargo at places that are not prescribed;
- b) destroying inland waterway navigation works;
- c) erecting illegal obstructions to impede inland waterway navigation;
- d) illegal building of houses, tents, stalls or other works on inland waterways in violation of the protection of inland waterway infrastructures;
- e) loading of vessels with passengers and cargo, beyond the limits prescribed or permitted under the Act; i.e. ,overloading of vessels;
- f) dumping soil, rocks, sand, gravel or other waste substances and exploiting minerals within the areas of channels and channel protection corridors;
- g) putting fixed fishing gear, means of fishing or rearing aquatic resources in channels designated for inland navigation;
- h) putting out inland vessels that do not meet safety and environment protection requirements and also fail to meet operating conditions;
- i) escaping after causing accidents in order to avoid responsibility, infringing upon human life or property when vessels are in distress;

Explanation.- For the purpose of this clause, leaving from the site of the accident to ensure safety of the vessel, crew or her passengers, shall not cause any unlawful act;

- j) taking advantage of accidents to cause chaos, hindering the handling of accidents;
- k) breaching the signal on wave, causing restriction or using other banned signals;
- l) plying beyond the limits of inland waters, unless so permitted by the authority;
- m) plying without applicable endorsement or sanction beyond the permitted area of voyage;
- n) organizing illegal races or participating in illegal races of vessels on inland waterways;
- o) committing or permitting the commission of acts of violation and in contravention to the provisions of the Act; and
- p) other acts as may be notified by Andaman and Nicobar Administration by publication in Official Gazette.

- (i) Any person who acts in contravention to all or any of the situations in sub-rule (1) shall be punishable under sub- section (3) of section 87 of the Act.

264. Powers of Central Government to protect interests of service providers and service users.—

The Central Government may, prescribe the minimum standards, terms and conditions to protect the interests of service providers and service users and to ensure safety of such persons.

CHAPTER XVI
OFFENCES AND PENALTIES

265. Offences and penalties.—

- a) Whoever, contravenes any of the provisions of this Act, shall be punishable with penalty as mentioned in the third column of the Table provided in sub-section (2).
- b) The classification of offences for contravention of the provisions of this Act and the corresponding penalties therefor shall be as provided in the following Table, namely:—

Section	Offence	Penalty
(1)	(2)	(3)
8	Any owner, operator or construction yard, found guilty of construction, alteration or modification of mechanically propelled inland vessel in contravention of section 8.	Fine which may extend to ten thousand rupees for every non-compliance found.
14(1)	Owner, operator or master of any mechanically propelled inland vessel, using such vessel, without a valid certificate of survey has acted in contravention of sub-section (1) of section 14.	Fine which may extend to ten thousand rupees for the first offence and twenty five thousand rupees for subsequent offences.
18(1)	Owner, operator or master of any mechanically propelled inland vessel proceeding on any voyage or use a mechanically propelled inland vessel required to be registered, for any service, without a valid certificate of registration and in contravention of sub-section (1) of section 18.	Fine which may extend to ten thousand rupees for the first offence and fifty thousand rupees for subsequent offences.
19(1)	Owner or master who does not carry a valid certificate of registration or not making the same available for inspection, has acted in contravention of sub-section (1) of section 19.	Fine which may extend to ten thousand rupees for every non-compliance found.
24(3)	Owner not displaying the official number on the conspicuous part of a vessel has acted in contravention of sub-section (3) of section 24.	Fine which may extend to ten thousand rupees.
27	Owner, operator or any person responsible for the operation of the vessel, has acted in contravention of section 27.	Fine which may extend to ten thousand rupees for the first offence and twenty five thousand rupees for subsequent offences.

Section	Offence	Penalty
(1)	(2)	(3)
28(2)	Owner, operator or master of any mechanically propelled inland vessel not registering the details of alterations that are mandated to be registered as specified in sub section (2) of section 28.	Fine which may extend to ten thousand rupees for the first offence and twenty five thousand rupees for subsequent offences.
29	Owner or operator of any mechanically propelled inland vessel, who does not comply with the requirements or has acted in contravention of section 29.	Fine which may extend to five hundred rupees for every day of non-compliance.
30	Owner of any mechanically propelled inland vessel, has acted in contravention of section 30.	Fine which may extend to ten thousand rupees per day or imprisonment which may extend to one year, or with both.
32(1)	Owner of any mechanically propelled inland vessel, has acted in contravention of sub section (1) of section 32.	Fine which may extend to five thousand rupees for every day of non-compliance.
34(2)	Owner or operator on whose vessel, persons under the age of eighteen years are employed, has acted in contravention of sub-section (2) of section 34.	Fine which may extend to five thousand rupees for every day of non-compliance or imprisonment not exceeding six months, or with both.
35	Owner or operator of any mechanically propelled inland vessel without complying with the specified minimum manning scale has acted in contravention to section 35.	Fine which may extend to ten thousand rupees for the first offence and twenty five thousand rupees for subsequent offences.
40(1) & (4)	The holders of certificate of competency, has acted in contravention to the provisions of this Act or not surrendered the suspended, cancelled or varied certificate issued under non-submission of suspended or cancelled certificates.	Fine up to five thousand rupees per day or imprisonment extending up to six months, or with both.
44	Owner or operator or any person responsible for the operation of special category vessel, which does not comply with the provisions of Chapter VII.	Fine which may extend to ten thousand rupees for every day of non-compliance or imprisonment extending up to six months, or with both.

Section	Offence	Penalty
(1)	(2)	(3)
47	Owner, operator or master of any mechanically propelled vessel registered, recognised or identified under this Act, for not equipping the vessels or exhibiting the lights and signals specified under Chapter VIII.	Fine which may extend to ten thousand rupees for the first offence and twenty five thousand rupees for subsequent offences.
48	Owner, operator or master not ensuring safe navigation or causing damage due to non observance of regulations.	Fine which may extend to twenty-five thousand rupees.
49 & 50(1)	Owner, operator or master of any mechanically propelled vessel plying in inland waters abstaining from proceeding to render assistance after answering to the distress signal.	Fine which may extend to ten thousand rupees.
51(2)	The owner, operator or master of any mechanically propelled inland vessel proceeding to conduct any voyage without complying with the requirements of navigation aids, life-saving appliances, fire detection and extinguishing appliances and communication appliances as specified under sub-section (2) of section 51.	Fine which may extend up to fifty thousand rupees.
52 (2) & (3)	The owner, operator or master of any mechanically propelled vessel causing pollution by discharging or dumping of pollutants in inland waters.	Fine which may extend to fifty thousand rupees
53(4)	The owner, operator or master of any mechanically propelled vessel, who are required under this Act to possess a valid prevention of pollution certificate, plying or using the vessel without the said valid certificate.	Fine which may extend to twenty-five thousand rupees.
54(2)& (5)	The owner or operator of any reception facility who does not comply with the standards and obligations stipulated.	Fine which may extend to fifty thousand rupees.

Section	Offence	Penalty
(1)	(2)	(3)
55(4)	The owner or operator of the terminal who operates without complying with the notice issued under sub-section (4) of section 55.	Fine which may extend to ten thousand rupees per day of non-compliance beyond period of notice.
57	Any owner, operator or any person who intentionally cause wreck within inland waters.	Fine amounting to fifty thousand rupees and imprisonment which may extend to three years.
58(2)	Any person who is guilty of offence committed by contravention of sub-section (2) of section 58.	Fine which may extend to ten thousand rupees.
66	Any owner or master plying any mechanically propelled inland vessel without a valid insurance as provided under section 66.	Fine which may extend to ten thousand rupees and detention of the vessel till certificate of insurance is procured.
74(2)	The owner, operator or master of any mechanically propelled inland vessel not complying with sub-section (2) of section 74.	Fine which may extend to ten thousand rupees.
79(2)	Any person who holds a certificate issued under Chapter VI and fails to surrender suspended or cancelled certificates.	Fine which may extend to ten thousand rupees for every day of non-submission.
80	Any person, in the capacity of a service provider or a service user, who acts in contravention of section 80.	Fine which may extend to fifty thousand rupees.
82	Master or operator of any foreign vessels acting in contravention of sub-section (1) of section 82.	Fine which may extend to fifty thousand rupees or imprisonment which may extend to one year, or with both.
83	Owner, operator or master of mechanically propelled inland vessel, who does not comply with the requirement of pilotage in contravention of section 83.	Fine which may extend to fifty thousand rupees or imprisonment which may extend to three years, or with both.

Section	Offence	Penalty
(1)	(2)	(3)
97	Any person employed on inland vessel for neglect or refusal to join or desertion of vessel in violation of his obligation as provided under section 97.	Forfeiture of a sum not exceeding two days' pay, and in addition for every twenty-four hours of absence, either a sum not exceeding six days' pay or any expenses properly incurred in hiring a substitute, from his wages and also to imprisonment which may extend to two months.
102	Any person found guilty of causing obstruction or has acted in contravention of section 102.	Fine which may extend to fifty thousand rupees or imprisonment which may extend to three years, or with both.

- c) Any person who acts in contravention of the provisions of this Act or the rules made thereunder, but for which an offence is not specifically provided in this Act, shall be punishable with fine not exceeding three lakh rupees or with imprisonment up to a term which may extend to three years, or with both.
- d) Where the owner or master of any mechanically propelled inland vessel is convicted of an offence under this Act or any rule made thereunder, committed on board, or in relation to that mechanically propelled vessel, and is sentenced to pay a fine, the Magistrate who passes the sentence may direct the amount of the fine to be levied by distress and sale of the mechanically propelled vessel, or its appurtenance so much thereof as is necessary.
- e) Where an inland vessel has been used in contravention of the provisions of this Act or the rules made thereunder, the details of the offence, the offender and the vessel shall be recorded in such form and manner, as may be specified by the Central Government by notification.
- f) The Andaman and Nicobar Administration shall appoint courts not inferior to that of a Magistrate of the first class, for the purpose of conducting trial of any person who is charged of any offence as provided under this Act or the rules made thereunder.

266. Offences by company, limited liability partnership firm or any such arrangement.—

- a) Where an offence under this Act has been committed by a company or a limited liability partnership firm or any such arrangement, every person who, at the time the offence was committed was in-charge of, and was responsible to the company or the limited liability partnership firm or any such arrangement, for the conduct of the business, and the company or the limited liability partnership firm or any such arrangement, shall be deemed to be guilty of the offence and shall be liable to be proceeded against and punished accordingly:

Provided that nothing contained in this sub-section shall render any such person liable to any punishment, if he proves that the offence was committed without his knowledge or that he exercised all due diligence to prevent the commission of such offence.

- b) Notwithstanding anything contained in sub-section (1), where an offence under this Act has been committed by a company or a limited liability partnership firm or any such arrangement and it is proved that the offence has been committed with the consent or connivance of, or is attributable to any neglect on the part of, any director, manager, secretary or partner or other officer of the company or the limited liability partnership firm or any such arrangement, as the case may be, such director, manager, secretary or partner or other officer, as the case may be; shall also be deemed to be guilty of that offence and shall be liable to be proceeded against and punished accordingly.

267. Fees, additional fee, payment and collection.—

- a) Unless otherwise specified, the Andaman and Nicobar Administration shall collect, the fees and additional fees for the services provided under this Act and any other charges or payment made to it against payments towards penalties, at such rates and intervals, as may be prescribed by the Andaman and Nicobar Administration.
- b) The Andaman and Nicobar Administration shall appoint or authorise such officers, or constitute such offices within its jurisdictions, by notification, to act as single point collection offices within the districts or ports, considering proximity and convenience of remittance.
- c) The procedures, forms and format of receipts, maintenance of accounts and any other matter that is necessary for the purpose of the remittance, collection, accounts and accountability of collected fees, additional fees, charges or payment against penalties of pecuniary nature shall be such as may be prescribed by the Andaman and Nicobar Administration.
- d) The owner, operators or their representatives, as the case may be, shall remit the fees or additional fees in such manner and at such rates as may be prescribed by the Andaman and Nicobar Administration.
- e) All fees payable under this Act may be recovered as fine under this Act.

268. Cognizance of offence.—

No court shall take cognizance of any offence under this Act, except on a complaint in writing made by the Central Government or any officer authorised by the Andaman and Nicobar Administration, as the case may be, for this purpose.

269. Entry of offence in official log books

If any offence within the meaning of this Act of desertion or absence without leave or against discipline is committed or if any act of misconduct is committed for which the offender's agreement imposes fine and it is intended to enforced the fine –

- a) an entry of the offences or acts shall be made in the official log- book and signed by the master and one of the persons employed or engaged in any capacity on board of the mechanically propelled vessel;
- b) the offender shall be furnished with a copy of the entry and have the same read over distinctly and audibly to him and may thereupon make such reply thereto as he thinks fit;
- c) a statement to a copy of the entry having been so furnished and entry having been so read over and the reply, if any made by the offender shall likewise be entered and signed in the manner aforesaid;
- d) in any subsequent legal proceedings the entries by this section required shall, if practicable, be produced or proved, and in default of such production or proof, the court hearing the case may in its discretion refuse to receive evidence of the offence or act of misconduct.

CHAPTER XVII
NON-MECHANICALLY PROPELLED INLAND VESSEL

270. Local self-governance.—

- a) The Andaman and Nicobar Administration may authorise any of its department (herein in this Chapter referred to as the authorised department) to administer and implement the provisions of this Chapter.
- b) The office of the authorised department shall be located at such places which are accessible to owners, operators of non-mechanically propelled inland vessel and service users of such vessels.
- c) The offices of the authorised department shall in the order of hierarchy of power, be at district, taluk and panchayat or village level, or any other hierarchy as may be prescribed by the Andaman and Nicobar Administration, and shall exercise the powers and functions as may be prescribed by that Government, which shall include the powers and functions to—
 - (i) enrol the non-mechanically propelled inland vessel under this Chapter;
 - (ii) collate data with regard to the non-mechanically propelled inland vessel enrolled under this Act and report it to the higher authority in the hierarchy of power;
 - (iii) administer the welfare fund constituted under this Chapter in accordance with such authority and obligation;
 - (iv) advise and conduct awareness programmes for assisting the owners, operators or service users of non-mechanically propelled inland vessel enrolled under this Act; and
 - (v) perform such other functions as may be assigned under this Act or the rules made thereunder.

271. Obligation to enroll.—

- a) The owner or operator may enroll, by submitting the details of the ownership of non-mechanically propelled inland vessel, undertaking that the vessel is put into motion by solely employing human labour and such other details as may be prescribed by the Andaman and Nicobar Administration, at the office of the authorised department, which is located nearest to the place of residence of the owner or area of plying of the non-mechanically propelled inland vessel, in such form and manner as may be prescribed by the Andaman and Nicobar Administration.
- b) The form prescribed by the Andaman and Nicobar Administration under sub-section (1) shall be published in the respective vernacular language, apart from Hindi or English, as the case may be.
- c) For the purposes of identification and categorisation of non-mechanically propelled inland vessels, to be enrolled in accordance with the provisions of sub-section (1), the Andaman and Nicobar Administration shall publish such criteria for categorisation which may include the size, purpose of employment, age, construction, design or such other criteria of the vessels.
- d) The enrolment of non-mechanically propelled inland vessels shall be a prerequisite for such vessels to be entitled for the benefits and preferential treatment accorded under this Chapter.
- e) The details of the enrolled vessels shall be recorded in the registry of enrolment and be reported by the offices of lowest order in the hierarchy of power to the highest hierarchy and the collated list of enrolled vessels shall be maintained by the office of District Magistrate or such officer appointed or authorised under this Chapter, for the said purpose.

- f) The Andaman and Nicobar Administration shall maintain a central data base to record the details of the non mechanically propelled inland vessel enrolled within the respective jurisdiction, in such form and manner as may be prescribed by it.
- g) The lowest ranking officer of the office of the authorised department shall report of any change to the registry of enrolment maintained by him and bring to the notice of the authority higher in the hierarchical order, and the changes shall be brought out accordingly, in every such register maintained by the respective authorities including the central data base maintained by the Principal Secretary or Secretary of the Andaman and Nicobar Administration.

272. Certificate of enrolment and marking of vessel.—

- a) The officer of the authorised department appointed or authorised to maintain the registry under this Chapter, shall issue a certificate of enrolment to the non-mechanically propelled inland vessels that have enrolled in the registry of enrolment.
- b) The certificate of enrolment shall be issued, in such form and manner as may be prescribed by the Andaman and Nicobar Administration, and details to be specified in such certificate shall include—
 - (i) name, permanent address as given in the Unique Identification Document issued by Unique Identification Authority of India, electoral identification document or such other document of the owner, as may be prescribed by the Andaman and Nicobar Administration;
 - (ii) details such as year of construction, laying of keel or such other information;
 - (iii) details of design, if identified or categorised under this Chapter;
 - (iv) details of officer issuing or granting the certificate; and
 - (v) number given to the vessels enrolled by the issuing authority.
- c) The authorised department in every State shall issue a number to the non-mechanically propelled inland vessel enrolled within the respective jurisdiction, which shall be unique for the purpose of identification of enrolment with the authorised department of the respective State.
- d) The number so issued under sub-section (3) shall be exhibited on a conspicuous part of the non mechanically propelled inland vessel in such form and manner as may be prescribed by the Andaman and Nicobar Administration.

273. Standards of construction and safety.—

- a) The basic minimum standards that may be reasonably observed during the construction of any non-mechanically propelled inland vessel, shall be such as may be prescribed by the Andaman and Nicobar Administration.
- b) Notwithstanding anything contained in sub-section (1), the Andaman and Nicobar Administration shall specify, the standards of construction, which any class or category of non-mechanically propelled inland vessel shall comply with, in such manner as may be prescribed by it:
- c) Provided that the standards prescribed by the Andaman and Nicobar Administration shall be in harmony with the traditional knowledge and practices passed on as customary or ancestral means that are applied by skilled and talented persons involved in the designing and construction of non-mechanically propelled inland vessel.

- d) The Andaman and Nicobar Administration may specify the minimum safety gears and equipment by notification in the Official Gazette with which the non-mechanically propelled inland vessel shall be equipped with for the purpose of ensuring safety of such vessels.
- e) The Andaman and Nicobar Administration may provide for standards of overhauling, modifying, altering or refitting the non-mechanically propelled inland vessel for the purpose of ensuring safe navigation.
- f) The non-mechanically propelled inland vessels enrolled under this Act, shall comply with the safety standards as stipulated under this Chapter or the rules made in this regard.
- g) For the purposes of ensuring safe navigation of non-mechanically propelled inland vessels, the Andaman and Nicobar Administration may, by notification, specify the routes, areas or stretch of inland waters that are prohibited from being used or subject to such terms and conditions, for the navigation of non mechanically propelled inland vessel.

274. Power of Andaman and Nicobar Administration to make rules to regulate non-mechanically propelled inland vessels.—

- a) The Andaman and Nicobar Administration may, by rules made in this behalf, specify the measures to regulate non-mechanically propelled inland vessels.
- b) For the purposes of sub-section (1), the Andaman and Nicobar Administration may make rules for the following, namely:—
 - (i) for prevention and minimising pollution caused by the non-mechanically propelled inland vessels;
 - (ii) for removal of obstructions to safe navigation;
 - (iii) measures that may be adopted to avert accidents and casualty; and
 - (iv) any other measure which the Andaman and Nicobar Administration may deem fit in implementing the provisions of this Chapter.

275. Constitution of welfare fund.—

- a) Every Andaman and Nicobar Administration shall, by notification, constitute a welfare fund at district level, for allocation of such fund to assist the non-mechanically propelled inland vessels enrolled under this Chapter.
- b) Any officer appointed or authorised under this Chapter to be in-charge of the fund for the non mechanically propelled inland vessel shall, with the previous approval in writing of the Andaman and Nicobar Administration or such other authority appointed for the said purpose, utilise the fund to—
 - (i) create awareness and conduct knowledge dissemination sessions for educating the owner, operator and service user on improvements required for safe navigation;
 - (ii) provide equipment and devices of safety and navigation at a subsidised rate;
 - (iii) provide support or relief during casualties, accidents or such emergencies; and
 - (iv) for such other purposes as it may deem fit.

CHAPTER XVIII
MISCELLANEOUS

276. Desertion and absence without leave.—

No person employed or engaged in any capacity on board a mechanically propelled vessel shall—

- a) neglect or refuse, without reasonable cause, to join his mechanically propelled vessel or to proceed on any voyage in his vessel;
- b) cause to be absent from his vessel or from his duty at any time without leave and without sufficient cause;
- c) desert from his mechanically propelled vessel;
- d) fail to act or behave with discipline befitting his duty and mandate.

277. General powers of Central Government to make rules.—

- a) The Central Government may make rules for—
 - (i) implementation of standards for the use of special category of vessels within inland waterways;
 - (ii) providing the requirements and standards of—
 - river information services;
 - vessel traffic and transport management, safety and information services;
 - vessel tracing and tracking information;
 - to tackle calamities and furtherance of emergency preparedness;
 - to quarantine the vessels and to adopt such other measures to effectively control any epidemic or disease of contagious nature;
 - (iii) enforcing standards to avoid and tackle pollution arising in inland waterways;
 - (iv) exemption, inclusion or extension of the application of any or all the provisions of this Act to any vessel registered, recognised or identified and intended to ply, or plying in the inland waters;
 - (v) any other matter as it may deem fit and necessary in the proper implementation of this Act for the purposes of ensuring safe navigation, safety of life and prevention of pollution caused by inland vessel.
- b) For the purposes of administration of the notifications mentioned in sub-section (1), the Central Government or the Andaman and Nicobar Administration, as the case may be, shall authorise or appoint officers by notification.

278. Emergency preparedness.—

- a) Every Andaman and Nicobar Administration may, appoint or authorise the advisory committee or officers, by notification, to take adequate measures, as may be prescribed by the Andaman and Nicobar Administration, to minimise or counter emergency.
- b) The owner, operator, master, crew or any other person connected with inland vessel plying in inland waters shall upon finding or apprehending a situation of crisis, which could adversely affect or is adversely affecting the safety of navigation, safety of human life or preservation of inland waters, inform or report the advisory committee or such other officers, appointed under sub-section (1) having respective jurisdiction or jurisdictions over such crisis that is found or is anticipated to affect adversely.

- c) The advisory committee or officers, who are appointed or authorised under sub-section (1), on receipt of information under sub-section (2), or as directed by the Central Government or the Andaman and Nicobar Administration or on their own initiative, may record the crisis as emergency and, shall adopt such measures as prescribed under sub-section (1), and such other measures which are feasible and in best of the judgment necessary to minimise or counter such emergency.
- d) The advisory committee or officers, appointed or authorised under sub-section (1) may request the navy, coast guard, any other emergency force, or any inland vessel available for such assistance as necessary.
- e) No mechanically propelled inland vessel directed or acting voluntarily in rendering assistance as mentioned in sub-section (4) shall be bound by the provisions of this Act or the rules made thereunder.
- f) Any mechanically propelled inland vessel acting voluntarily, for the purpose of saving life or vessel or providing basic amenities, shall report to the advisory committee or officers appointed or authorised under sub-section (1) regarding the presence and reasons for the acts in writing, at the earliest possible.
- g) The advisory committee or officers appointed or authorised under sub-section (1) shall disburse all basic amenities necessary and essential as it may deem fit, to the persons or vessels affected by such emergency.
- h) The advisory committee or officers appointed or authorised under sub-section (1) shall report to the Central Government or the Andaman and Nicobar Administration, the complete description of the events, consequences and such measures adopted under sub-section (3) and the effectiveness of such measures in countering the emergency.

279. Removal of lawful obstruction.—

- a) If any obstruction or impediment to the navigation of any inland water has been lawfully made or has become lawful by reason of the long continuance of such obstruction or impediment or otherwise, the authorised officer shall report the same for the information of the Andaman and Nicobar Administration and shall, with the sanction of the Andaman and Nicobar Administration, cause the same to be removed or altered, making reasonable compensation to the person suffering damage by such removal or alteration.
- b) Any dispute arising out of or concerning such compensation shall be determined according to the provisions of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (30 of 2013).

280. Validity of certificates issued under laws other than this Act.—

- a) Every certificate issued in respect of any person or vessel, under any other enactment in force in India, by the Central Government, shall be valid and effective as a certificate issued under this Act and the relevant provisions of this Act shall apply in relation to such persons or vessel as they apply to, any person who has been issued with a certificate under Chapter VI or any mechanically propelled inland vessel registered, recognised or identified under this Act.
- b) Notwithstanding anything contained herein, the Andaman and Nicobar Administration may impose additional conditions and requirements for the purpose of recognition of certificates as provided under sub-section (1).

281. Obstruction to officer appointed or authorised.—

No person shall wilfully cause obstruction or attempt to obstruct any authority or officer appointed under this Act in exercise of the respective functions and powers conferred upon such authority or officer, or in the discharge of any duty imposed by or under this Act; by abstinence, failure to facilitate inspection, or restraining or physically objecting the entry or movement or non-production of books or records as and when demanded by such authority or authorised officers.

282. Place of trial.—

Whoever contravenes any of the provisions of this Act or the rules made thereunder, shall be triable for the offence in any place where he may be found or at the place of occurrence or at the place in the State where the offence has been committed or a place which the Central Government or the Andaman and Nicobar Administration, as the case may be, by notification, specify in this behalf, or any other place in which he might be tried under any other enactment for the time being in force.

283. Composition of offences.—

- a) Notwithstanding anything contained in the Code of Criminal Procedure, 1973 (2 of 1974), any offence punishable under this Act, not being an offence punishable with 38 imprisonment only, or with imprisonment and also with fine, may, on an application of the accused person, either before or after the institution of any prosecution, be compounded by competent authority or in the event of the matter being referred to the court of competent jurisdiction, such offence may be compounded by the competent authority with the permission of such court.
- b) The competent authority referred to in sub-section (1) shall exercise the powers to compound an offence, subject to the direction, control and supervision of the appropriate Government.
- c) Every application for the compounding of an offence shall be made in such manner as may be prescribed.
- d) Where any offence is compounded before the institution of any prosecution, no prosecution shall be instituted in relation to such offence, against the offender in relation to whom the offence is so compounded.
- e) Where the composition of any offence is made after the institution of any prosecution, such composition shall be brought by the competent authority referred to in sub-section (1) in writing, to the notice of the court in which the prosecution is pending and on such notice of the composition of the offence being given, the person against whom the offence is so compounded shall be discharged.
- f) Any person who fails to comply with an order made by the competent authority referred to in sub section (1), shall be liable to pay a sum equivalent to twenty per cent. of the maximum fine provided for the offence, in addition to such fine.
- g) No offence punishable under the provisions of this Act shall be compounded except under and in accordance with the provisions of this section.

284. Appeal.—

- a) Unless otherwise provided in this Act, any person aggrieved by an order made by the officers or authorities under this Act, may appeal to the Andaman and Nicobar Administration against refusal, suspension, cancellation, detention, removal or such other order, issued under this Act, within thirty days from the date of receipt of such order.

- b) The Andaman and Nicobar Administration shall cause notice of every such appeal to be given to concerned officers or authorities whose order is made the subject matter of the appeal, and after giving an opportunity to the appellant; shall pass appropriate order by recording reasons thereof, which shall be final.

285. Power of Central Government to make rules.—

- a) For the purposes of effective implementation of the provisions of this Act, the Central Government shall, subject to the condition of previous publication, make rules for carrying out the provisions of this Act.
- b) In particular and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:—
 - (i) the centralised record to be maintained in e-portal, for recording the data and details of vessel, vessel registration, crew, manning, certificates issued, reception facilities and such other data to be recorded under clause (f) of section 3;
 - (ii) the requirements for compliance to be specified in a cover note for the purpose of issuance of certificate of insurance under clause (g) of section 3;
 - (iii) the procedure to be laid down and rates to be specified so as to calculate the rate of extent of liability within which the owner or such other persons entitled under this Act, may limit the liability or be permitted to limit or cap the liability arising out of claims under clause (t) of section 3;
 - (iv) the standard and number of persons required for safe manning and navigation of vessels under clause (z) of section 3;
 - (v) the classification, criteria for such classification and standards of design, construction, fitness and crew accommodation to classify or categorise any mechanically propelled inland vessel under sub-section (1) of section 7;
 - (vi) the manner of carrying out construction and any alteration or modification of mechanically propelled inland vessels with the prior approval of design from the designated authority under section 8;
 - (vii) the standards for type and periodicity of surveys for all mechanically propelled inland vessels, which are newly constructed and already in service under sub-section (1) and the form and content of request for survey to be submitted by the applicant under sub-section (2) of section 9;
 - (viii) the minimum criteria and qualifications for the appointment of surveyors, which the Andaman and Nicobar Administration shall adopt in the appointment of surveyors under section 10;
 - (ix) the form of application for conducting survey to be submitted by owners, masters or construction yard under sub-section (1) of section 11;
 - (x) the form and contents of the declaration of survey of a mechanically propelled inland vessel and the time period for which such certificate shall be valid, under sub-section (1) of section 12;
 - (xi) the form of the certificate of survey including any particulars or terms and conditions under sub-section (3) of section 12;
 - (xii) the form of provisional certificate of survey and the period of validity provided under sub-section (1) of section 13;
 - (xiii) the terms and conditions to be complied with for permitting any mechanically propelled vessels registered under such laws of countries other than India; which

- shall only be permitted to ply within the inland waters under clause (c) of sub-section (2) of section 18;
- (xiv) the form, contents or particulars of the book of registry as provided under sub-section (1) of section 21;
 - (xv) the form and manner for maintenance of central data base for inland vessels by the officers appointed by the Central Government under section 22;
 - (xvi) the functions to be performed by the officers appointed by the Central Government under section 22;
 - (xvii) the form and manner of making application for registration of a mechanically propelled inland vessel and the particulars along with which such application is to be made under sub-section (1) of section 23;
 - (xviii) the list of documents to be submitted or adduced by the applicants for registration under sub-section (2) of section 23;
 - (xix) the form and content of certificate of registration under sub-section (2) of section 24;
 - (xx) the form of application, fee and the manner of issuance of provisional certificate of registration under sub-section (2) of section 27;
 - (xxi) the procedures to be complied with by the owner of any mechanically propelled inland vessel who ceases to be the owner or applies for the requirement of transfer of registry or any such circumstances leading to change of the registered address under sub-section (2) of section 29;
 - (xxii) the procedures for validating the transfer of mechanically propelled inland vessel from India to outside India under section 30;
 - (xxiii) the time within which the owner of the mechanically propelled inland vessel shall report to the Registrar of Inland Vessels of the place where such vessel is registered, if that vessel is declared missing, destroyed, lost, abandoned or has been rendered permanently unfit for service or destined for scrapping or dismantling or sold abroad;
 - (xxiv) the form of instrument creating the security for a mortgage for a loan or other valuable consideration under sub-section (1) of section 33;
 - (xxv) the manner and conditions governing mortgage and its procedures under sub-section (2) of section 33;
 - (xxvi) the standards for qualification, training, training institute, examination and grant of competency certificates under sub-section (1) of section 34;
 - (xxvii) the minimum manning scale applicable to different class or category of mechanically propelled inland vessels, categorised under this Act or such other laws for the time being in force in India, under section 35;
 - (xxviii) the criteria and qualifications for appointment of examiners under sub-section (1) of section 36;
 - (xxix) the form, contents and particulars of certificate of competency specified under sub-section (3) of section 37;
 - (xxx) the period of validity of certificate of service issued under sub-section (1) of section 38;
 - (xxxi) the form of certificate of service and the conditions subject to which such certificate is issued under sub-section (4) of section 38;

- (xxxii) the conditions subject to which the certificate of competency shall be valid throughout India under section 39;
- (xxxiii) the intervals and manner in which the Andaman and Nicobar Administration shall report and update the Central Government with the information on data and details of certificates issued, granted, cancelled or suspended or such other remarks, made by the respective authority under sub-section (2) of section 41;
- (xxxiv) the criteria and standards to identify any class or category of mechanically propelled inland vessels as special category vessels based on their design, construction, use, purpose, area of plying, source of energy or fuelling or any other criteria under sub-section (1) of section 42;
- (xxxv) the requirements of construction, design, survey, registration, manning, qualification, competency, or the requirements in addition to those contained elsewhere in this Act under sub-section (2) of section 42;
- (xxxvi) the specifications and requirements of signals and equipment based on classification and categorisation of mechanically propelled vessels, to be complied with by such vessels under sub-section (1) of section 47;
- (xxxvii) the fog and distress signals to be carried and used, the steering and sailing rules to be complied with and the different protocols for exhibition and display of different standards of lights, shapes and signals, by any mechanically propelled vessel plying in inland waters under sub-section (2) of section 47;
- (xxxviii) the class or category of mechanically propelled inland vessels to be equipped with navigation aids, life saving appliances, fire detection and extinguishing appliances and communication appliances under sub-section (1) of section 51;
- (xxxix) the standards to be followed by the owner or master of any mechanically propelled inland vessel and the manner for discharge or dispose of sewage and garbage under sub-section (2) of section 52;
- (xl) the standards of construction and equipment of the mechanically propelled inland vessels to ensure compliance with the requirements of the provisions of Chapter IX under sub-section (1) of section 53;
- (xli) the form, validity and content of prevention of pollution certificate under sub-section (3) of section 53;
- (xlii) the conditions for construction, use and maintenance of reception facilities for the containment of pollution and removal of pollutants arising from spillage or discharge arising from mechanically propelled inland vessels at all cargo terminals or passenger terminals under sub-section (1) of section 54;
- (xliii) the purposes for Chapter X as specified in clauses (a) to (g) of section 59;
- (xliv) the limits of liability and the criteria in determining compensation for any claim specified in sub-section (5) of section 64;
- (xlv) the form, content, and the conditions subject to which a certificate of insurance is issued by the insurer to the insured under clause (c) of sub-section (1) of section 68;
- (xlvi) the terms and conditions to be incorporated in the contract of insurance entered between insurer and insured to cover the risks, as provided in section 66, under sub-section (2) of section 68;
- (xlvii) the terms, conditions and procedures to be complied with by insurers and insured including those specified in clauses (a) to (h) therein, under section 73;

- (xlvi) minimum standards, terms and conditions to protect the interests and to ensure safety of service providers and service users under section 80;
- (xlix) the conditions for carrying the list of dangerous goods under section 81;
- (l) the terms and conditions subject to which permission of the Central Government is granted for use or employment of a vessel, registered in any country other than India, for the purposes of, carriage of goods, transportation of passengers, storage units, accommodation, floating units or for such other purposes within the inland waters under sub-section (1) of section 82;
- (li) the fees for grant of a certificate or licence under this Act similar to any certificate granted by any other foreign country in accordance with the provisions of any law for the time being in force in that country under sub-section (2) of section 82;
- (lii) the period and extent of validity of certificate granted under sub-section (2) of section 82, as specified in sub-section (3) of the said section;
- (liii) any other matter which is required to be, or may be, prescribed under the provisions of this Act for the purpose of implementation and administration of such provisions.

286. Power of Andaman and Nicobar Administration to make rules.—

- a) The Andaman and Nicobar Administration may, after previous publication, make rules for the provisions specified to be administered by it under this Act or as delegated to it by the Central Government for the purposes of effective implementation of the provisions of this Act.
- b) In particular and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:—
 - (i) the requirements for the appointment of qualified persons as pilots under clause (zk) of section 3;
 - (ii) the fee for issuance of certificate of survey under sub-section (2) of section 12;
 - (iii) the manner and conditions subject to which any mechanically propelled inland vessel, which has been issued with a provisional certificate of survey or endorsement may proceed on voyage or use in service, temporarily, pending the issue of certificate of survey under sub-section (2) of section 13;
 - (iv) the manner of issue the notice of suspension of certificate of survey to the owner, operator, master, or construction yard under sub-section (2) of section 15;
 - (v) the functions to be performed by the Registrar of Inland Vessels in respect to the port or place of registry for which he is appointed under sub-section (2) of section 20;
 - (vi) the manner and period in which the Registrar of Inland Vessels shall report the details of the book of registry or entries made therein, to the Andaman and Nicobar Administration at regular intervals, under sub-section (2) of section 21;
 - (vii) the fee for granting the certificate of registration to the applicant under sub-section (1) of section 24;
 - (viii) other particulars to be contained in the certificate of registration under clause (e) of sub-section (2) of section 24;
 - (ix) the conspicuous part of the vessel where the owner shall display the official number under sub-section (3) of section 24;
 - (x) the form and manner in which the registered owner shall apply for a duplicate certificate to the Registrar of Inland Vessels under sub-section (1) of section 26;
 - (xi) the fees or additional fees for applying for a duplicate certificate to the Registrar of Inland Vessels under sub-section (2) of section 26;

- (xii) the form, manner and period within which the owner, operator or master of the mechanically propelled inland vessel shall make an application, for entry of alterations or modifications made, in the certificate of registration, under sub-section (1) of section 28;
- (xiii) the fee for applying to the Registrar of Inland Vessels for registration of alterations under sub-section (2) of section 28;
- (xiv) the conditions to be complied with and the period for such compliance to be stated in the notice of suspension issued by the Registrar of Inland Vessels under sub-section (4) of section 31;
- (xv) the form and manner for maintenance of registers to record, the details and data of the certificate, and the certificates specified therein, under sub-section (1) of section 41;
- (xvi) the form of application, form of certificate of fitness and such other conditions including validity, subject to which and the manner of granting the certificate of fitness under sub-section (2) of section 43;
- (xvii) the safety features, gears and such other measures by which any mechanically propelled inland vessel, identified as special category vessel, shall comply with and be equipped in accordance with the categorisation of such vessel, under sub-section (1) of section 44;
- (xviii) the maximum carrying capacity of the vessel identified as special category vessel by specifying the safety waterline or the limits of load water line to keep them afloat, or such other criteria and conditions, for the safe voyage of such inland vessel under sub-section (2) of section 44;
- (xix) the rates of charges to be received by the owner or operator of all cargo terminals or passenger terminals, providing reception facilities shall receive charges under sub-section (3) of section 54;
- (xx) the form of report of compliance to be submitted by the owner or operator of the passenger or cargo terminal under sub-section (5) of section 54;
- (xxi) the manner in which the owner, operator or master of any mechanically propelled vessel used or plying within inland waters, shall discharge the pollutants at the port reception facilities under sub-section (6) of section 54;
- (xxii) the procedure for detaining any mechanically propelled inland vessel in connection with a claim, or an offence under section 63;
- (xxiii) the form and manner of giving information of any wreck, abandonment, damage, casualty, accident, explosion or loss occurred to or on board such a vessel while in the inland waters, to the officer in-charge of the nearest police station and to the designated authority appointed under sub-section (2) of section 74;
- (xxiv) the powers of the District Magistrate and the procedures to be followed in holding inquiry under sub-section (3) of section 75;
- (xxv) the qualifications, criteria and consideration, fees or charges for the assessors, who have experience in the merchant service or in the navigation of the mechanically propelled inland vessels under sub-section (2) of section 76;
- (xxvi) the procedures for detention, formality, fees and conditions, if not specified in this Act, to be followed and observed by the concerned officer or authority or court, appointed or authorised or constituted under this Act, for the purpose of detaining a vessel, under sub-section (4) of section 85;

- (xxvii) the rates of fees and additional fees to be charged for the services provided under this Act, and any other charges or payment made to it against penalties of pecuniary nature to be collected by the Andaman and Nicobar Administration, and the intervals at which such fees, charges or penalties shall be collected, under sub-section (1) of section 89;
- (xxviii) the procedures, forms and format of receipts, maintenance of accounts and any other matter that is necessary for the purpose of the remittance, collection, accounts and accountability of collected fees, additional fees, charges or payment against penalties of pecuniary nature under sub-section (3) of section 89;
- (xxix) the manner and rates of fees or additional fees, the owner, operators or their representatives, as the case may be, shall remit under sub-section (4) of section 89;
- (xxx) the hierarchy of the offices of the authorised department and the powers and functions to be exercised by such offices under sub-section (3) of section 91;
- (xxxi) the authority and obligation to administer the welfare fund constituted for the purposes of Chapter XVII under clause (c) of sub-section (3) of section 91;
- (xxxii) such other details to be submitted by the owner or operator of non-mechanically propelled inland vessel at the office of the authorised department and the form and manner of making such submission, under sub-section (1) of section 92;
- (xxxiii) the form and manner of central data base to record the details of non-mechanically propelled inland vessels under sub-section (6) of section 92;
- (xxxiv) the form and manner of issuance of certificate of enrolment and such other document containing details of the owner, to be specified in the said certificate, under sub-section (2) of section 93;
- (xxxv) the form and manner of exhibiting a number issued to a non-mechanically propelled inland vessel under sub-section (4) of section 93;
- (xxxvi) the basic minimum standards that may be reasonably observed during the construction of any non-mechanically propelled inland vessel under sub-section (1) of section 94;
- (xxxvii) the manner of complying with the standards of construction specified by the Andaman and Nicobar Administration, by any class or category of non-mechanically propelled inland vessel under sub-section (2) of section 94;
- (xxxviii) the measures to regulate the non-mechanically propelled inland vessel under section 95;
- (xxxix) the measures to be taken by the advisory committee or officers authorised in this behalf to minimise or counter emergency under sub-section (1) of section 99;
- (xl) for the purposes of implementation and administration of Chapter XVII of this Act, pertaining to non-mechanically propelled inland vessels;
- (xli) any other matter which is required to be, or may be, prescribed under the provisions of this Act.

287. Power of Central Government to give directions.—

The Central Government may, for carrying into execution of this Act in the State, give directions to the Andaman and Nicobar Administration, and the Andaman and Nicobar Administration shall abide by such directions.

288. Protection of action taken in good faith.—

- a) No suit, prosecution or other legal proceeding shall lie against any person or officer appointed or authorised under this Act, in respect of anything done or intended to be done in good faith under this Act.
- b) For the purpose of claiming immunity under sub-section (1), the officers appointed or authorised under this Act, shall perform and carry out the respective functions and responsibilities, with utmost care and due diligence.

289. Power to remove difficulties.—

- a) If any difficulty arises in giving effect to the provisions of this Act, the Central Government may, by order published in the Official Gazette, make such provisions not inconsistent with the provisions of this Act as may appear to it to be necessary for removing the difficulty:

Provided that no such order shall be made under this section after the expiry of a period of three years, from the commencement of this Act.

- b) Every order made under this section shall be laid, as soon as may be after it is made, before each House of Parliament.

290. Consistency with other laws.—

- a) The provisions of this Act shall be in addition to, and not be construed in derogation of the provisions of any other law, and shall be construed as consistent with such law, for the time being in force.
- b) In the event of any conflict between a provision of this Act and a provision of any other law for the time being in force in the whole of India or restricted to the application within the territory of any State, the provision of this Act shall prevail to the extent of such conflict.

291. Suspension or alteration of application and operation of Act.—

- a) The Central Government may, by notification, declare that all or any of the provisions, under this Act or the rules made thereunder—
 - (i) other than that provided for safety, manning and prevention of pollution, shall not apply to any specified class or category of the mechanically propelled inland vessels; or
 - (ii) shall apply to any specified class or category of the mechanically propelled inland vessels with such modifications, as may be specified in the notification.
- b) Notwithstanding anything contained in this section, the Central Government may, by notification, suspend or relax to a specified extent, either indefinitely or for such period as may be specified in that notification, the operation of all or any of the provisions of this Act.

292. Laying of rules and notifications.—

- a) Every rule made or notification issued under this Act, by the Central Government shall be laid, as soon as may be after it is made or issued, before each House of Parliament while it is in session for a total period of thirty days which may be comprised in one session or in two or more successive sessions, and if, before the expiry of the session immediately following the session or the successive sessions aforesaid, both Houses agree in making any modification in the rule or notification, or both Houses agree that the rule or notification should not be made, the rule or notification shall thereafter have effect only in such modified form or be of no effect, as the case may be; so, however, that any such modification or

annulment shall be without prejudice to the validity of anything previously done under that rule or notification.

- b) Every rule made or notification issued under this Act by the Andaman and Nicobar Administration shall, as soon as after it is made or issued, be laid before the State Legislature.

293. Repeal and savings.—

- a) The Inland Vessels Act, 1917 (1 of 1917) is hereby repealed.
- b) Notwithstanding the repeal of the enactment referred to in sub-section (1),—
 - (i) any notification, rule, regulation, bye-law, order or exemption issued, made or granted under the enactment hereby repealed shall, if it is not inconsistent with the provisions of this Act, continue to be in force unless and until revoked, and shall have effect as if it had been issued, made or granted under the corresponding provision of this Act;
 - (ii) any officer appointed and anybody elected or constituted under any enactment hereby repealed shall continue and shall be deemed to have been appointed, elected or constituted unless specifically removed or replaced by appointment of officer or offices, as the case may be, under this Act;
 - (iii) any document referring to the enactment hereby repealed shall be constructed as referring to this Act or to the corresponding provision of this Act;
 - (iv) any fine levied or penalty imposed under the enactment hereby repealed may be recovered as if it had been levied under this Act;
 - (v) any offence committed under the enactment hereby repealed may be prosecuted and punished as if it had been committed under this Act;
 - (vi) sailing vessels or sailing boats registered under the enactment hereby repealed shall be deemed to have been registered under the Act;
 - (vii) mortgages of any mechanically propelled inland vessels recorded in any register book maintained at any port in India under the enactment hereby repealed shall be deemed to have been recorded in the register book under the corresponding provision of this Act;
 - (viii) any licence, certificate of competency or service, certificate of survey, licenses or any other certificate or document issued, made or granted under the enactment hereby repealed and in force at the commencement of this Act shall be deemed to have been issued, made or granted under this Act and shall, unless cancelled under this Act, continue in force until the date shown in the certificate or document, as the case may be.
- c) The matters specifically provided in this section, shall not be held to prejudice or affect the general application of section 6 of the General Clauses Act, 1897 (X of 1897).

294. Protection and preservation of environment. — By virtue of powers conferred under section 98 of the Act, for the purposes of protecting and preserving biodiversity, aquatic life and environment; and to minimise the damage caused by navigation of inland vessels; all inland vessels passing through areas notified as ecologically sensitive areas and protected areas shall comply with the applicable norms and standards, as prescribed by the Central Government under Environment (Protection) Act, 1986 (29 of 1986), the Wild Life (Protection) Act, 1972 (53 of 1972) and such other governing laws in force in India.

295. Offences under these rules. — Any person acted in contravention to these rules, shall be punishable under the provisions of sub-section (3) of section 87 of the act.

296. Fees and additional fees prescribed under the Act. —

- a) For the purposes Section 89 of the Act, the fee or additional fee prescribed by the respective State Governments, shall be subject to the approval by Central Government.
- b) Where it is not practical to determine and fix the fees or additional fees, the State Governments may by recording the reasons thereof, notify by direction or order, the categorisation and classification of services, along with such fees or additional fees, as may be applicable from time to time.

CHAPTER XIX

PROTECTION OF, AND CARRIAGE OF PASSENGERS IN INLAND VESSELS

PART-A

CARRIAGE OF DANGEROUS AND ILLICIT GOODS

297. Definition and Classification of Dangerous and Illicit Goods

- a) Dangerous or hazardous goods are solids, liquids, or gases that can harm people, other living organisms, property, or the environment.
- b) For the purpose of this Chapter, all Goods in the Dangerous Goods list of International Maritime Dangerous Goods (IMDG) Code shall be considered to be Dangerous Goods.
- c) The classification of Dangerous Goods shall be made by the shipper / consignor or the appropriate competent authority into classes or divisions as listed below :

Class 1: Explosive

Class 1.1: substances and articles which have a mass explosion hazard

Class 1.2: substances and articles which have a projection hazard but not a mass explosion hazard

Class 1.3: substances and articles which have a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard

Class 1.4: substances and articles which present no significant hazard

Class 1.5: very insensitive substances which have a mass explosion hazard

Class 1.6: extremely insensitive articles which do not have a mass explosion hazard

Class 2: Gases

Class 2.1: flammable gases

Class 2.2: non-flammable, non-toxic gases

Class 2.3: toxic gases

Class 3: Flammable liquids

Class 4: Flammable solids; substances liable to spontaneous combustion; substances which, in contact with water, emit flammable gases

Class 4.1 : flammable solids, self-reactive substances and desensitized explosives

Class 4.2: substances liable to spontaneous combustion

Class 4.3: substances which, in contact with water, emit flammable gases

Class 5: Oxidizing substances and organic peroxides

Class 5. 1: oxidizing substances

Class 5.2: organic peroxides

Class 6: Toxic and infectious substances

Class 6.1: toxic substances

Class 6.2: infectious substances

Class 7: Radioactive material Class**Class 8: Corrosive substances****Class 9: Miscellaneous dangerous substances and articles**

The numerical order of the classes and divisions is not that of the degree of danger.

d) Illicit Goods

It means those goods which have been acquired unlawfully and whose origin is not known or not disclosed by the consigner of goods. These goods can be illegal forest materials, wildlife products, contraband items, narcotics etc

298. Carriage of Dangerous or Hazardous Goods**a) No person shall**

- (i) take with him on board an inland mechanically propelled vessel any dangerous or illicit goods without giving notice of their nature to the owner or master of the mechanically propelled vessel, or
- (ii) Deliver or tender for carriage on such mechanically propelled vessel any dangerous or illicit goods without giving such notice and without distinctly marking their nature on the outside of the package containing the goods.

b) If the owner or master of an inland mechanically propelled vessel suspects, or has reason to believe, that any luggage or parcel taken, delivered or tendered for carriage on the mechanically propelled vessel contains dangerous or illicit goods he may-

- (i) Refuse to carry it upon the mechanically propelled vessel; or
- (ii) Require it to be opened to ascertain the nature of its contents; or
- (iii) if it has been received for carriage, stop its transit until he is satisfied as to the nature of its contents.

299. Display of Class Labels on Dangerous Goods Packages :

- a) every package containing dangerous or hazardous goods shall display the distinct class labels appropriate to the type of dangerous or hazardous goods.
- b) In the case of packages containing goods which represent more than one hazard, such packages shall display distinct labels to indicate the hazards.
- c) the size of the class label shall not be of less than 25 cm square which may be divided into two portions, the upper half portion being reserved for the pictorial symbol and the lower half for the text.

300. Responsibility of The Consignor of Dangerous Goods :

The Consignor shall ensure that the owner or the master of the mechanically-propelled inland vessel has been provided full and adequate information in writing about the dangerous or hazardous goods being transported as to enable such owner or the master of the mechanically propelled inland vessel to :

- a) make aware of the safety rules for transportation of hazardous material.
- b) to make aware of the risks created by such goods to health or safety of any person involved in handling or carriage of dangerous goods.

301. Responsibility of Owner or Master of The Mechanically Propelled Inland Vessel Engaged In Carriage of Dangerous Goods

- a) The crew of the mechanically propelled inland vessel is trained in handling the dangers posed during transport of such goods.
- b) The mechanically propelled inland vessel is suitable and is safe for the transportation of the said goods.
- c) The mechanically propelled inland vessel is equipped with necessary First- Aid, Safety Equipment, Tool Box and Antidotes as may be necessary to contain any accident.
- d) Satisfy himself that the information given by the consignor is full and accurate.
- e) Ensure that the crew is trained to handle and transport such hazardous materials.
- f) The crew should have successfully passed a course connected with the transport of hazardous goods conducted at any Institute recognised by the Administration.
- g) The master of the mechanically propelled inland vessel shall keep all information provided to him in writing i.e., in the form TREM CARD (Transport Emergency Card). This is to be kept in the navigating bridge and is available at all times while hazardous material related to it is being transported.
- h) Every mechanically propelled inland vessel carrying dangerous or hazardous goods shall hoist flag "B" of International Code of Signals and at night display an all-round "RED" light.
- i) Every mechanically propelled inland vessel carrying goods of dangerous or hazardous nature shall be fitted with a spark arrester in all the ventilators and air pipes of the compartments carrying dangerous goods.
- j) The crew of every mechanically propelled vessel carrying goods shall before loading of such goods, verify the documents and satisfy themselves about the genuineness of the goods under transport. In case, the consigned goods are of doubtful nature, such as illegal forest produce, wildlife and wildlife products, wildlife articles, contraband items, narcotics, etc., they shall intimate the same to the nearest Police Station and to the nearest Divisional Forest Officer.

302. Emergency Information Panel

- a) Every mechanically propelled inland vessel engaged in carriage of dangerous goods shall display an Emergency Information Panel.
- b) Emergency information panel should be legibly and conspicuously displayed on each side of the Upper Deck. Such panel shall contain the following information:
 - (i) The correct technical name of the dangerous or hazardous goods in letters not less than 50mm high.
 - (ii) The United Nations class number for the dangerous goods in letters not less than 100 mm high.
 - (iii) The class label of the dangerous or hazardous goods in the size of not less than 250 mm square.
 - (iv) The name and telephone number of the emergency services to be contacted in the event of fire or any other accident in letters and numerals that are not less than 50 mm high.
 - (v) The name and telephone number of the consignor of the dangerous or hazardous goods or of some other person from whom expert information and advice can be obtained concerning the measures that should be taken in the event of emergency.

303. Master/Owner/Authorised Person To Report To The Police Station About Accident:

The Master/Owner/Authorized person of the mechanically propelled inland vessel engaged in carriage of dangerous or hazardous goods shall, on the occurrence of an incident/accident involving any dangerous or hazardous goods transported by his mechanically propelled inland vessel, report forthwith to the nearest Police Station immediately, notify and report to the Registering Authority and Chief Surveyor and also inform the owner of the goods carriage or

the transporter regarding the accident. If the occurrence of an incident/accident is not reported by the Master/Owner/Authorized person, penalty will be enforced as prescribed in these rule.

304. Power of Owner or Master of Mechanically Propelled Vessel To Throw Overboard Dangerous Goods

- a) Where any dangerous goods have been taken or delivered on-board any inland Mechanically propelled vessel in contravention of these rule, the Owner or Master of the mechanically propelled vessel may, if he thinks fit, cause the goods to be thrown overboard together with any package or receptacle in which they are contained, and neither the Owner nor the Master shall, in respect of his having so caused the goods to be thrown overboard, be subject to any liability, civil or criminal, in any Court. However, in such circumstances the Owner or Master has to take all reasonable precautions that the damage to the environment, seawater and Marine life is minimum in doing so.
- b) Report the action taken under these rule to the nearest Police Station.

PART- B

CARRIAGE OF PASSENGERS IN INLAND MECHANICALLY PROPELLED VESSELS

305. Right of Refusal to carry certain Passengers

- a) The master or any employee authorized in this behalf by the Owner or Master of any inland vessel, may refuse to admit any person on the Inland Vessel as a passenger,
 - (i) if he has not paid his fare; or
 - (ii) if he is insane; or
 - (iii) if he is suffering from an infectious or contagious disease; or
 - (iv) if he is drunk and incapable of taking care of himself; or
 - (v) if he is disorderly, or if he is otherwise in such a state or is conducting himself in such a manner, as to cause or likely to cause annoyance to other passengers; or
 - (vi) when the Inland vessel, or the part thereof to which such person seeks admission, already contains the maximum number of passengers which may lawfully be carried therein.
- b) The Master of the inland vessel performing voyages/trips for carriage of passengers shall maintain a record of such cases in which right of refusal under these rule is exercised by the master of an inland vessel.

306. Duties of the Passengers

- a) No passenger shall,
 - (i) travel, or attempt to travel in an inland vessel without having previously paid his fare; or
 - (ii) travel, or attempt to travel in accommodation of a higher class than that for which his fare has been paid.
 - (iii) travel beyond the place to which his fare has been paid without previously paying the additional fare in respect of the additional distance; or
 - (iv) use, or attempt to use ticket on any day for which such ticket is not available; or
 - (v) take, or attempt to take luggage with him without having previously paid the freight, if any; payable in respect thereof.
- b) Every passenger of an inland vessel shall, when required by the master or any person authorized in this behalf by the master or owner--
 - (i) pay his fare, if not already paid,
 - (ii) present his ticket for examination,
 - (iii) deliver such ticket at or near the end of the journey.
- c) No passenger shall alter or deface his ticket so as to render illegible the date or number or any other material portion thereof.

- d) No passenger shall take with him or keep on board an inland vessel
 - (i) Any decayed meat, fish or vegetable, or any such other offensive article.
 - (ii) Any dangerous and explosive material
 - (iii) Any fire arms.
- e) No passenger on an inland vessel shall,
 - (i) obstruct or impede the master or any other officer of the Inland vessel in the discharge of his duties;
 - (ii) in any way obstruct or interfere with the loading or unloading of luggage or cargo; obstruct passages/alleyways by goods I baggage I belongings;
 - (iii) damage, or attempt to damage the Inland vessel or any article on board thereof;
 - (iv) enter or leave to attempt to enter or leave, any inland vessel when such Inland vessel is in motion;
 - (v) without lawful reason, enter a compartment or place reserved for the use of another passenger or refuse to leave it when required to do so by the master or any other officer of the Inland vessel;
 - (vi) smoke or be in possession of a fire or light, in any part of the Inland vessel where smoking or the possession of a fire or light is not permitted by the master thereof ;
 - (vii) be drunk and disorderly, or drunk and incapable of taking care of himself ;
 - (viii) commit any nuisance or act of indecency or use obscene or abusive language;
 - (ix) without lawful excuse, molest or interfere with the comfort of any other passenger.
- f) No male passenger on an inland vessel, knowing that a compartment or place has been reserved for the exclusive use of females, shall enter such compartment or place without lawful reasons, or having entered it, shall remain therein after being required by the master, or any other officer of the Inland vessel to leave it.

307. Master's Authority to Evict Passengers

- a) The master or owner or any employee authorized in this behalf by the owner or master, of any inland vessel may make the following passengers leave the Inland vessel, namely:
 - (i) insane passengers; and their attendants (if any), if they have embarked without the special permission of the master, or of the authorized employee;
 - (ii) passengers suffering from an infectious or contagious disease, when they have embarked without the special permission of the Master or Owner or of the authorized employee;
 - (iii) passengers who are drunk and incapable of taking care of themselves;
 - (iv) passengers who are disorderly, or are otherwise in such a state, or are conducting themselves in such a manner, as to cause or likely to cause annoyance to other passengers;
 - (v) passengers carrying fire arms or any weapon without the special permission of the master or of the authorized employee.
 - (vi) any passengers who have embarked in excess of the maximum number of passengers which may lawfully be carried in the Inland vessel or in the part of the Inland vessel thereof in which they propose to travel; and
 - (vii) passengers who have not paid their fare.
- b) A person who has been refused permission to an inland vessel under these rule shall not embark thereon; and a person who is required under these rule to leave an inland vessel shall leave at such convenient time and place as the Master/ Owner or authorized employee may direct.
- c) Provided that any person who is refused admission under these rule to leave shall be entitled to have his fare returned to him.

308. Rights of the Passengers

Master/Owner/Manager of the passenger vessels shall take appropriate steps to ensure that rights of the passengers including but not limited to the following are assured :

a) The Right to Safety and Security

- (i) Good, safe and certified inland vessels shall be deployed for passenger carriage.
- (ii) Over all hygiene of inland vessels, toilets, hotels, shops etc.
- (iii) Protection from Crew-made casualties like unsafe working practices in handling/managing of passengers and operation of vessels.
- (iv) Security of life and assets

b) The Right against cancellations or delays due to man-made causes

- (i) Controlling actions which block the passenger movements such as Bandh, Harthals, Strikes, Processions etc.
- (ii) Protection from cancellation of journey (full/part) for the benefit of service provider
- (iii) Controlling Overall man-made delays
- (iv) Optimized journey time

c) The Right for courteous service and comfort

- (i) Crew behavior and supportive staff behavior
- (ii) Comfort on vessel and in waiting area at jetty.
- (iii) Ease of boarding and alighting

d) The Right to be informed

- (i) Proper information on arrival time, departure time, running time, fare etc.
- (ii) Route and stops/halts information on the inland vessel
- (iii) Facts to make an informed choice like insurance/compensation against injury/loss of life
- (iv) Protection against misleading information

e) The Right to be heard

- (i) Considering passenger views in policy making
- (ii) Development of passenger service industry based on passenger needs and wants

f) The Right to Redress

- (i) Fair settlement of complaints
- (ii) Setting up of Grievance Redressal Mechanism and Control Room

- g) The passengers can lodge their complaints to Registering Authority or Office of Chief Surveyor. Any offence by crew members if established will be liable for penalty as mentioned in rule 152.

309. Case of Epidemic Disease onboard

- a) Whenever any case of plague, cholera or other dangerous epidemic disease occurs on board an Inland Vessel, the Master or Person in-charge, shall immediately:
 - (i) remove the patient, together with his bedding, drinking utensils and food, to a part of the deck at the extreme stern of the Inland Vessel, or to a suitable place/cabin allocated for isolation of such patients. In the case of plague, the clothing, bedding, and if considered necessary the baggage of the patient shall be disinfected immediately;
 - (ii) cause all excreta, vomit and urine which may have been discharged on to the dock/vessel by the patient, to be cleaned away with a solution of cyllin; and

- (iii) report the case to the Sub-Divisional or District Magistrate within whose jurisdiction the nearest facility of berthing/mooring lies, and also to the Chief Medical Officer of the District.
- (iv) Where such place of berthing/mooring is not at the headquarters of a sub-division or district, the report mentioned in these rule shall be sent by the Master or Officer In charge, as the case may be, by the most expeditious means available, to the next headquarters of a sub-division or district which the Inland Vessel will touch.
- b) If, when the case occurs, the Inland Vessel is lying at berth/mooring at the headquarters of a sub-division or district, or otherwise, when the Inland Vessel has reached the nearest berth/mooring facility which is at such headquarters, the Master or Officer In-charge shall not move the Inland Vessel there from until permission has been given by the District Magistrate or Sub-Divisional Magistrate as the case may be.
- c) On receipt of the report mentioned in these rule, the Magistrate shall at once depute a Medical Officer to inspect and disinfect the Inland Vessel.
- d) Such Medical Officer shall visit the Inland Vessel and if a suitable hospital is available, or if other satisfactory arrangements can be made for the patients treatment and Segregation, shall bring the patient to land.
- e) Where no such hospital is available, and no such arrangement can be made, the patient shall not be allowed to land, but the Medical Officer deputed under these rule shall take steps to ensure the proper segregation of the patient on the Inland Vessel, and to satisfy himself that every possible precaution has been taken to prevent the spread of the disease.
- f) The Medical Officer deputed under these rule shall, in all cases, cause the deck, cabins, latrines and any other part of the Inland Vessel, while the patient has been, to be thoroughly disinfected.
- g) In case of death of a passenger, the body of the patient shall be wrapped in cloth soaked in a strong solution of cyllin or suitable disinfectant, and handed over to his relatives, friends, or where he is without relatives/ friends, to the police, who shall arrange for its disposal.
- h) If not already disinfected in accordance with the provisions of these rule the clothes of the deceased (except those in the baggage), his bedding and all food in his possession shall be burnt, unless orders to the contrary are passed by the Medical Officer.
- i) When the orders contained in these rules have been complied with, and The Medical Officer deputed under these rule is satisfied that there is no reason further to detain the inland vessel, he may give Permission to the vessel to-proceed on the journey.
- j) The owner of every inland vessel shall be bound to keep on board each inland vessel, five liters of cyllin or suitable disinfectant.
- k) The patient may be permitted to land on the expiry of a period to be fixed by the Medical Officer deputed under rule 13 (iii).

310. Cargo Loading in Passenger-cum-cargo vessels

- a) A passenger-cum-cargo inland vessel carrying both passengers and cargo, all cargo carried on deck shall be efficiently stowed to prevent it from shifting.
- b) A space of at least 75 centimetres wide on each side of the cargo, and within the bulwarks, shall be kept clear as fore and aft passage way.

311. Power to Arrest

- a) The master or any other officer of an inland mechanically propelled vessels, and any person called by him to his assistance, may arrest any person who has committed a breach of any rule made under this section, even if the name and address of such person are unknown to the master or such other officer.
- b) The procedure prescribed by section 43 of the Code of Criminal Procedure, 1973 in the case of arrest by private persons shall apply to every arrest made under this section.

312. Passenger Accommodation

- a) 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 allowable number of passengers is not to exceed two per 0.3 metre of length of the vessel and in no case to exceed 100. This clause will however not be applicable to vessels operating in Zone 4.
- b) Total number of passengers permitted to be carried during the foul 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. This clause will however not be applicable to vessels operating in Zone 4.
- c) In passenger ferries plying by day and night, number of passengers permitted by night shall be three fourth of that by day. This clause will however not be applicable to vessels operating in Zone 4.
- d) Passenger ferries plying with seating and standing passengers on single deck vessels on short cross/along sheltered water voyage by day and by night up to 2200 hours shall have the number of standing passengers calculated at not less than 0.21 sq m per person after deducting the deck area required for the number of seating passengers and area for ventilators, skylights, windlass, safety appliances and vessel utility area etc. This clause will however not be applicable to vessels operating in Zone 4.
- e) Open Launches :
 - (i) 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 and 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.
 - (ii) 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 stern of the vessels, to be determined by the Surveyor as suitable having due regard to the steering arrangements and fuel tank space. The breadths are to be measured at suitable intervals to the back of the side benches or to the inside of gunwale or to the inside of the half deck (where fitted) whichever measurement is least.
 - (iii) 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
 - (iv) 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.
 - (v) Seating on buoyant apparatus shall be computed separately.
- f) Decked Launches

The forward extremity of the space available of the space for the passenger accommodation shall be determined as above 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, life boats and ventilator. The maximum number of passengers that may be allowed shall be ascertained by using the divisor 0.56 for the area of deck in square meter of the saloon or cabin floor below deck. Only one saloon below deck shall be included in passenger measurement, except that where the vessel has an appropriate standard.
- g) In all vessels the seating must be so arranged that there will be no serious obstacle to prevent a person from passing forward and aft quickly in case of emergency.

- h) 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.
- i) Vessels engaged in carrying large number of passengers shall have a strong barrier constructed on each deck.

Notwithstanding anything contained in these rules, the Chief Surveyor/Surveyor, by a general or a specific order, may direct the vessel owners, vessel builders or persons I passengers involved in any manner with vessel operation to add I delete/amend certain technical specifications of vessels or of its operational aspects in order to enhance safety of vessel, monitoring of movement, passengers comfort and general regulation of the Inland Transport Sector.

PART-C **FIRE APPLIANCES TO BE CARRIED IN INLAND MECHANICALLY** **PROPELLED VESSELS**

313. Application

This rule shall apply to all vessels excepting the following for the reasons stated against each-

- a) Vessels above 500 tons gross. These vessels shall be required to comply with requirements of Merchant Shipping (Fire Appliances) rule 1969 as applicable to ships on coastal voyages. This clause will however not be applicable to vessels operating in Zone 4.
- b) Hovercrafts: Requirements in respect of hovercrafts shall be specially considered by the competent authority.
- c) Provided that these rules do not apply to the existing vessels for a period of 6 months from the date of publication of these rules or till their next annual survey whichever is early.

314. Fire Control and Fire Fighting Appliances Plan

All inland vessels shall carry on board a copy of approved plan showing the detailed location of all the Fire Control and Fire Fighting Appliances fitted/carried on board.

315. Safety Equipment Plan

In lieu of separate plans described in rule 18 and rule 26, an inland vessel may carry a combined Fire Fighting and Life Saving Appliances plan called as Safety Equipment Plan.

316. Fire Fighting Appliances to be carried on-board

All inland vessels, except OBM driven FRP Boats, shall be fitted with the following type of fire fighting appliances—

- a) Every decked vessel should have at least one independent power driven fire pump.
- b) Water Services Pipes, Hydrants, Fire Houses: In every vessel required to carry a fire pump with water services pipe 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 dia.
- c) **Nozzles:** One jet cum spray nozzle for every fire hose carried in accordance with these rules.
- d) **Fire Axe:** At least one in every vessel exceeding 15 meters in length.
- e) **Fire Buckets:** At least one for each number of the crew with the minimum of two. Fifty percent of those buckets are to be fitted with lanyards. No vessels need carry more than 20 buckets.
- f) **Sand Box with scoop:** In every vessel at least one in machinery and boiler spaces. Quantity of sand shall not be less than 0.075 cubic meters.
- g) **Non-Portable Foam Type Fire Extinguishers:** In case of motor vessels exceeding 30 meter length at least one. Capacity of such extinguishers shall not be less than 45 litres.

h) **Portable Fire Extinguishers** shall be provided on board vessels/dumb barges as follows:

Length	Extinguisher Type
Less than 10 m	1 x 9 litre mechanical foam 1 x 4.5/5kg dry powder
10 m to Less than 12.5 m	1 x 9 litre mechanical foam 2 x 5 kg dry powder
12.5 m to less than 15 m	2 x 9 litre mechanical foam 2 x 5 kg dry powder
15 m and above	2 x 9 litre mechanical foam 3 x 5 kg dry powder

Passenger vessels and cargo-passenger vessels 12.5m and above in length shall carry twice the number of extinguishers required by above table for vessels of their length.

317. All OBM driven FRP Boats/Dumb Barges shall be equipped with One DCP of 4.5 Kg capacity duly approved by any member of the classification society.

318. Fire Fighting Drills

- The master of every inland vessel shall ensure that mock fire drills are carried out at least once every month in as realistic manner as practicable.
- A record of drills carried out as per these rule shall be recorded in the official log book.

319. Arrangements for Emergency Escape

Minimum two widely separated escape openings/ladders/stairs need to be provided for totally enclosed accommodations and under deck crew accommodations (if any) and under deck spaces including machinery space for human occupancy. This emergency escape should be clearly marked and should be free from any obstacle.

320. Penalty

Any breach of provisions in these rules shall be punishable with Imprisonment for a term which may extend to 6 months or fine which may extent to Five Hundred rupees or both.

PART-D

LIFE SAVING APPLIANCES TO BE CARRIED IN INLAND MECHANICALLY PROPELLED VESSELS

321. Classification of Vessels

For the purposes of this part the inland vessels shall be classified as namely :

- Category I - Passenger vessels and Ferry launches boats
- Category II -Cargo vessels and vessels other than those falling under Class I, Class III, and IV.
- Category III - Non-propelled vessels (Barges/Pontoons)
- Category IV - Pleasure crafts I adventure vessels

322. Life Saving Appliances Plan

All inland vessels shall carry on board a copy of approved plan showing the detailed location of all the Life Saving Appliances fitted/carried on board.

323. Safety Equipment Plan

In lieu of separate plans described in these rules, an inland vessel may carry an approved combined Fire Fighting and Life Saving Appliances plan called as Safety Equipment Plan.

324. Life Saving Appliances to be carried on-board

- a) An inland vessel of Category I shall carry –
 - (i) If operation outside Zone 4, sufficient number of Life Rafts or Buoyant apparatus to accommodate at least 100% number of passengers and crew on board. If operating in Zone 4 adequate Buoyant Apparatus to be provided.
 - (ii) One Life Jacket each for 100% of passengers and crew on board plus 10% of the total numbers as surplus.
 - (iii) Life Jacket for child, for 10% of total number of persons certified to carry. For the purpose of this section, child means person below 30 kgs.
 - (iv) At least four lifebuoys for vessels up to 25 meter length, six life buoys for vessel 25-45 meter length and 8 life buoys more than 45 meter length. At least two of the Life Buoys shall be with self-igniting light and buoyant line of 30 m in length.
 - (v) Every vessel of Category I passenger capacity 150 and above and operating outside Zone 4 shall have at least one rescue boat with minimum passenger capacity of ten persons. The boat shall be provided with necessary equipment for launching. Boats are to be stowed on either side of the vessels if more than one boat provided.
 - (vi) Rescue boats plus Life Rafts plus Life Jacket together to accommodate 100% of the passengers and crew on-board, if operating outside Zone 4.
 - (vii) All crew of should possess sufficient training in rescue and first aid.
 - (viii) All boats shall have search lights, hand torches and emergency lanterns.
- b) An inland vessel of Category II shall carry—
 - (i) At least one life raft to accommodate all crew for vessel over 10 meters, if operating outside Zone 4.
 - (ii) One Life Jacket for each crew or person on board.
 - (iii) At least two Life Buoys for vessels up to 25 meter length and four Life Buoys for above 25 meter of which one shall be equipped with self-igniting light and buoyant line of 30 m in length.
- c) A manned inland vessel of Category III shall carry –
 - (i) One Life Jacket for every crew on board
 - (ii) At least two Life Buoys, one of which shall be equipped with self- switching light and buoyant line of 30 m in length.
 - (iii) Dumb Barge or Pontoon generally used for transit of passengers from bigger vessel should have a temporary or permanent railing apart from LSA equipment.
- d) A manned inland vessel of Category IV shall carry
 - (i) Every vessel of Category IV upto 10 meter in length shall carry Life Jacket for each person.
 - (ii) Vessel of 10 meters or more in length shall in addition to Life Jacket for each person carry sufficient Life Raft for all persons on board.
 - (iii) In vessels falling under rule 114 (iv)(b), if the Life Rafts could not be accommodated, sufficient number of Life Buoys providing 100% buoyancy shall be provided.
 - (iv) However all vessels of Category IV shall carry at least 2 Life Buoys of which one shall be fitted with self-igniting light and buoyant line of 30 m in length.
- e) **All OBM driven FRP Boats shall be equipped with the following LSA :**
 - (i) For vessels upto six person capacity- 100% Life Jacket for Adults and additional 10% Life Jacket for child and one Life Buoy with a buoyant line of 15m in length. All LSA should be duly approved by any member of the classification society.

- (ii) For vessels from seven to twelve person capacity- 100% Life Jacket for Adults and additional 10% Life Jacket for child and two Life Buoy **with a buoyant line of 15 m in length in at least one Life Buoy**. All LSA should be duly approved by any member of the classification society.
- (iii) For vessels from twelve to twenty-five person capacity - 100% Life Jacket for Adult and additional 10% Life Jacket for child and four Life Buoy with a buoyant line of 15 m in length in at least two Life Buoy. All LSA should be duly approved by any member of the classification society.

325. Technical Requirements

Every lifesaving appliances provided as per provisions of these rules shall be meeting the Technical requirements contained in the International Life Saving Appliances Code and type approved by IACS or DG (Shipping)/IRS. All life-saving appliances shall be properly stowed as per the approved plan and maintained/serviced as per the requirements of International Life Saving Appliances Code.

326. Operational readiness, maintenance and inspection

- a) Before vessels leave port and at all times during the voyage, Master of the vessel is to ensure that all life-saving appliances on board shall be in working order and ready for immediate use.
- b) Instructions for on-board maintenance of life-saving appliances shall be easily understood and illustrated where possible. A separate record of maintenance or inspection of LSA should be maintained onboard. Weekly/Quarterly/Yearly routine to be recorded in respect of life saving appliances **by the Master of the vessel**.
- c) The general emergency alarm system shall be tested weekly.
- d) Inflatable Life-Rafts shall be serviced at intervals of not more than 12 months at an approved servicing station. However, in cases where the service of a vessel and the location of approved service station make it impossible to comply with this requirement, the Surveyor may allow this period to be extended but in no case shall this period be greater than 15 months.
- e) A report of the inspection shall be entered in the official log book.

PART-E

LIGHTS, SOUND SIGNALS AND PREVENTION OF COLLISION

327. STEERING AND SAILING RULES

a) Look-Out

Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate to the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

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

b) Safe Speed

- (i) 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.
- (ii) In determining a safe speed the following factors shall be among those taken into account.

- The state of visibility;
- The traffic density including concentrations of fishing vessel or other vessels;
- The manoeuvrability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;

- The state of the sea, wind, current / sea stream and the proximity of navigational hazards;
- State and availability of shore navigational aids and channel marking by day and night;
- Speed restrictions imposed by the Administration;
- The draught of the vessel in relation to available depth of water; and
- At nights, the presence of background light such as from the shore lights or from the back scatter other own lights.

c) Risk of collision

- (i) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt, such risk shall be deemed to exist.
- (ii) In determining if risk of collision exists the following consideration shall be among those taken into account :
 - 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;
 - Such risk may sometimes 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
 - For vessel not fitted with a compass, if the relative position remains Unchanged.

d) Action to avoid collision

- (i) 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.
- (ii) 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 I or speed should be avoided.
- (iii) If there is sufficient room, alteration of course alone may be the most effective action to avoid a close quarters situation provided that it is made in good time, is substantial and does not result in another close quarters situation.
- (iv) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance the effectiveness of the action shall be carefully checked until the other vessel is finally passed and clear.
- (v) 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.

e) Narrow channels

- (i) 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
- (ii) A vessel engaged in fishing shall not impede the passage of any other vessel in the navigable channel;
- (iii) A vessel shall not cross a .navigable channel if such crossing impedes the passage of vessel proceeding upstream or downstream along the navigable channel;
- (iv) 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;

- (v) Every vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.
- (vi) 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 channels 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.

328. Conduct of vessels in sight of one another

a) 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 :

- (i) 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;
- (ii) 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;
- (iii) A vessel which is running free shall keep out of the way of a vessel which is close hauled; and
- (iv) 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.
- (v) For the purpose of these rules, "upstream" shall be deemed to be the direction against current and downstream the direction with the current. "Wind ward" side shall be deemed to be the side opposite to that of which the main sail or the largest fore and after sail is carried.

b) Overtaking

- (i) Notwithstanding anything contained in these rules any vessel overtaking any other shall keep out of the way of the vessel being overtaken;
- (ii) 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. That is, 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
- (iii) Any subsequent alteration or bearing between two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these rules or relieve her duty of keeping clear of the overtaken vessel until she is finally passed and cleared.

c) 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.

d) Crossing situation

When two mechanically propelled vessels are crossing so as 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 vessel.

e) Action by give-way vessel

- (i) Whereby any of the rules of Part- E of this chapter, one of the two vessels is required to keep out of the way of the other vessel, the vessel required to keep out of the way of the other vessel is called as Give Way Vessel.

- (ii) 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 well clear.

f) Action by stand-on vessel

- (i) Whereby any of the rules of Part - E of this chapter, one of the two vessels is required to keep out of the way of the other vessel, the other Vessel is called as Stand on Vessel.
 - (ii) A Stand on vessel shall keep her course and speed.
 - (iii) The Stand on vessel may however take action to avoid collision by her manoeuvre 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.
 - (iv) 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 vessels alone, she shall take such action as will best aid to avoid collision;
 - (v) A vessel which takes action in a crossing situation in accordance with rule 32 (vi) 3 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
 - (vi) These rules do not relieve the give-way vessel .of her obligation to keep out of the way.
- g) Responsibilities of (between) vessels**
- (i) A mechanically propelled vessel underway shall keep out of the way of ;
 - a vessel is not under command;
 - a vessel restricted in her ability to manoeuvre;
 - a vessel engaged in fishing;
 - a sailing vessel, vessel under oars or country boat; and
 - 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 vessel not under command;
 - a vessel restricted in her ability to manoeuvre; and
 - 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 vessel not under command; and
 - a vessel restricted in her ability to manoeuvre.

329. Conduct of vessels in restricted visibility

- a) This rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility;
- b) Every vessel shall make appropriate sound signals in accordance with these Rule and exhibit lights while navigating in restricted visibility.
- c) Every vessel 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 manoeuvre.
- d) Every vessel shall have due regards to the prevailing circumstances and conditions of restricted visibility when complying with the rule of this part.
- e) Except where it has been determined that risk of collision does not exist every vessel which hears apparently forward her beam the fog signal of 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 navigate with extreme caution until danger of collision is over.

330. Lights & Shapes

- a) Application

- (i) Provisions in this Rule shall be complied with in all weathers
- (ii) The rules concerning 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.

- (iii) 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.
- (iv) The rule concerning shapes shall be complied with by day.
- (v) The lights and shapes unless otherwise specified in these rules shall comply with the positioning and technical details as per the provisions of Annex-1 to International Regulations for prevention of collision at sea (1972).

b) Different Lights used in vessels

- (i) "Masthead Light"- a white light placed over the fore and aft centreline of the vessel showing an unbroken light over an arc of the horizon of 225 degree 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 22.5 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 centreline 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 right aft on each side of the vessel.
- (iv) "Towing 'light" a yellow light having the same characters as: Stern Light' mentioned in rule 34 (ii)(c).
- (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.

331. Visibility of Lights

- a) The lights prescribed in these rules shall be visible at the following minimum ranges :
 - (i) In a vessel of 20 meters or more in length, Masthead light 3 miles, Side lights 2 miles, Stern light 2 miles, Towing light 2 miles. All-Round light 1 mile.
 - (ii) In a vessel less than 20 meters in length, Masthead light 2 miles, Side light 1 mile, Stern light 1 mile, All-Round light 1 mile.
- b) **Lights to be exhibited by mechanically propelled vessel under- way**
 - (i) A mechanically propelled vessel under-way shall exhibit :
 - a masthead light forward. A vessel of 50 metres or more in length shall exhibit an additional masthead light at a suitable place and higher than masthead light forward.
 - side lights.
 - a stern light.

- (ii) A mechanically propelled vessel of less than 10 meters in length in-lieu of the lights prescribed in rule 34 (iv) may exhibit an all-round white light, and shall if practicable also exhibit side lights or a combined lantern.
- c) **Lights to be exhibited by towing & pushing vessels**
 - (i) A mechanically propelled vessel when towing or pushing shall exhibit :
 - two masthead lights forward in a vertical line. When the length of the tow exceeds 200 meters three such lights in a vertical line. These lights will be in-lieu of light prescribed in rule 34 (iv) 1 (a). 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.
 - side lights.
 - a stern light.
 - a towing light in a vertical line above the stern light.
 - (ii) 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 prescribed in rule 120 (iv)
 - (iii) A vessel or object being towed shall exhibit :
 - side lights
 - a stern light

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

- (iv) A vessel being pushed ahead, not being part of a composite unit, shall exhibit at the forward end, side lights.
- (v) A vessel being towed alongside exhibit a stern light and at the forward end side lights.
- (vi) 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.
- d) **Lights to be exhibited by sailing vessel and vessels under oars**
 - (i) A sailing vessel shall exhibit :
 - side lights
 - a stern light.
 - (ii) In a sailing vessel of less than 20 meters in length the lights prescribed in rule 34 (iv) 1 may be combined in one lantern carried at or near the top of the mast where it can be seen.
 - (iii) A sailing vessel underway may in addition to the lights prescribed in rule 120 (iv) 1 of this rule, 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 be green.
 - (iv) A sailing vessel less than 10 meters in length and a vessel under oars may exhibit lights prescribed in this rule, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing white light which shall be exhibited in sufficient time to prevent collision.
- e) **Lights to be exhibited by vessels not under command or restricted in their ability to manoeuvre**
 - (i) A vessel not under command shall exhibit:
 - two all-round red lights in a vertical line where they can best be seen by night.
 - two balls or similar shapes in a vertical line by day.
 - When making way through the water; side lights and a stem light addition to the lights prescribed in rule 120 (vii) 1 (a).
 - (ii) A vessel restricted in her ability to manoeuvre shall exhibit :

- three all- Round lights in a vertical line, the highest and lowest of these shall be red and the middle light shall be white.
- three shapes in a vertical line, the highest and lowest shapes shall be balls and the middle one a diamond.
- when making way through the water, masthead lights, side lights and stern light in addition to the lights prescribed 120 (vii) 2 (a).
- when at anchor, in addition to the lights and shapes prescribed in 120 (vii).2 (a) and (b), lights and shapes prescribed in rule 120 (xi) for anchored vessels shall also be exhibited.

f) **Lights to be exhibited by vessels engaged in dredging**

A vessel engaged in dredging, in addition to the lights in Rule 120 (viii) shall exhibit by two all - round red lights or by day two balls in a vertical line to indicate the side on which obstruction exists.

g) **Lights to be exhibited by pilot vessels**

(i) A vessel engaged on pilotage duty shall exhibit :

- at or near the mast head two all- round lights in vertical line, the upper one white and the lower one red.
- when under way, in addition side lights and stern light.

h) **Lights to be exhibited by anchored vessels and vessels aground**

(i) A vessel at an anchor shall exhibit :

- In the fore part an all-round white light or one ball by day.
- At or near the stem and at a lower level than the light in (a), an all- round white light.

(ii) A vessel of less than 20 m in length may exhibit one all-round white light where it can best be seen.

(iii) A vessel aground shall exhibit in addition to the lights prescribed in rule 120 (x) 1 and 120 (x) 2, where they can best be seen.

- two all-round red lights in a vertical line,
- three balls in a vertical line by day.

(iv) In lieu of lights prescribed in this section, a vessel less than 10m in length, a vessel under oars may exhibit lantern and shall have ready at hand an electric torch which shall be exhibited in sufficient time to prevent collision.

i) **Lights to be exhibited by hydrofoils & 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 prescribed in the Rules she shall exhibit lights and shapes as closely similar in characteristics and position as is possible.

332. 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).

a) **Equipment for sound signals**

A vessel of 20 meters or more in length shall be provided with a Whistle/Horn/Siren and a vessel of 100 meters or more in length, in addition shall be provided with a gong.

b) **Manoeuvring and winning signals**

(i) When vessels are in-sight of one another, a mechanically propelled vessel underway, when manoeuvring as authorized or required by these Rules, shall indicate her intentions by the following signals on her whistle.

- One short blast (a blast of about 1 second duration) to indicate - "I am altering my course to Starboard"
- Two short blasts to indicate- "I am altering course to Port"
- Three short blasts to indicate- "I am operating stern propulsion".

- (ii) An overtaking vessel and vessel being overtaken shall indicate their intention by sounding following signal :
 - 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".
 - Two prolonged blasts followed by two short blasts to indicate - "I intend to over take you on your Port Side".
 - A vessel being overtaken shall indicate her agreement by the following signals on her whistle; one prolonged, one short, one prolonged, one short blast, in that order. If in doubt she may sound signals prescribed in rule 121 (iii).
 - 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
 - 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.
- c) **Sound signals in restricted visibility**

In or near an area of restricted visibility; where by day or night, signals prescribed in this rules shall be used as follows:

 - (i) A mechanically propelled vessel making way through the water shall sound at intervals of not more than 2 minutes one prolonged blast.
 - (ii) 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.
 - (iii) A vessel not under command, a vessel restricted in her ability to manoeuvre, 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 in succession namely one prolonged followed by two short blasts.
 - (iv) 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 vessels. A vessel aground shall give three separate and distinct strokes on the bell immediately before and after the rapid ringing of the bell.
 - (v) 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.

333. Distress signals

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

- a) A continuous sounding of any sound signal apparatus.
- b) A flag or a light waved in a circle to draw attention.
- c) Flares on the deck.
- d) "May day" transmitted by radio telephony.³
- e) International Code of Signal N.U.C. hoisted on the vessel.

334. Exemptions

Any vessel (or class of vessels) whose keel is laid or which is at corresponding stage of construction before the entry into force of these rules may be exempted from compliance therewith of the following provisions until three years after the date of entry into force of these rules.

- a) The installation of lights with colour specifications and intensify as prescribed in these rules.
- b) Repositioning of masthead lights and side lights on vessels resulting from application of these rules.
- c) The installation of lights with ranges prescribed in these rules.

335. Application of the provision of Port Rules and National Waterway Regulations

Notwithstanding anything mentioned above, the provision of the Port Rules and Prevention of Collision Regulations, 2002 for National Waterways shall also apply mutatis mutandis, to the mechanically propelled vessels while making voyages within the port limits and inland waters notified by ANI.

PART – F**336. RADIO COMMUNICATION AND SAFETY OF NAVIGATION**

- a) For the purpose of this section, categorization of vessels is as per rule 19 Vessels shall carry the radio and navigational equipments as per the below table :

S No.	Equipment	Category A	Category B (except FRP/OBM)
1.	VHF Radio installation	1 Transmitting DSC and operating on all Marine Mobile Bands	1 Without DSC and operating on all Marine Mobile Bands
2.	SART	1	0
3.	Class B Automatic Identification System (AIS)	1	1
4.	Radar operating on 9 GHz	1	0
5.	Echo Sounder	1	0
6.	Magnetic Compass - for steering 1 and bearing	1	1
7.	Rudder Angle Indicator	1	1
8.	Global Positioning System (GPS)	1	0
9.	Binocular	1	1
10.	Aldis Lamp or Searchlight	1	1
11.	Passage Charts	Yes	No
12.	Area Tide Tables	Yes	No

13.	Aneroid Barometer	1	0
14.	Inclinometer	1	1

337. For OBM driven boats :

- a) All OBM driven FRP boats with carrying capacity upto 12 shall be equipped with one Marine Mobile VHF communication equipment.
- b) All OBM driven FRP boats with carrying capacity upto 13 to 25 shall be equipped with two Marine Mobile VHF Communication Equipment.
- c) The Chief Surveyor can, however, accord dispensation to vessels for a specific period for a specific area.

CHAPTER XX

CREW AND PASSENGER ACCOMODATION

PART - I

PRILIMINARY

338. Definitions. –

- a) In these rules, unless the context otherwise requires -
 - (i) “Act” means the Inland Vessels Act, 2021 (24 of 2021);
 - (ii) “existing vessel” or “existing inland vessel” means any inland vessel that falls within the ambit of the definition provided under clause (q) of section 3 of the Act;
 - (iii) “major conversion or modification” means any of the following -
 - Change in gross tonnage of the vessel by more than ten per cent.;
 - change of vessel type; and
 - change of propulsion system/ main engines or type of fuel;
 - (iv) “new inland vessel” means any inland vessel whose keel is laid or which is at a similar stage of construction on or after the date of coming in to force of the rules;
 - (v) “gross tonnage (GT)” of a vessel is the gross tonnage calculated as per the provisions of the International Tonnage Convention, 1969;
- b) Words and expressions used and not defined in these rules but defined in the Act, shall have the meanings respectively assigned to them in the Act.

PART-II CLASSIFICATION AND COMPLIANCE

339. Categorization of inland vessels. - For the purpose of these rules, inland vessels shall be classified in the following categories -

- a) Category – A. - The vessels which falling in this category are the decked vessels of any of the following types-
 - (i) vessels, other than houseboats, that are more than 24 meters in length and houseboats of more than 30 meters in length;
 - (ii) vessels that carry more than 50 passengers on board;
 - (iii) all vessels equipped for towing other vessels, having a bollard pull capacity exceeding 10 tonnes;
 - (iv) vessels designed and constructed to carry petroleum goods, chemicals or liquefied gases in bulk as cargo;
 - (v) vessels carrying dangerous goods; and
 - (vi) Vessels of 300 gross tonnages and above.
- b) Category-B. - Vessels not covered under category A or category C.
- c) Category-C. - Vessels of less than 10 meters in length.

340. Compliance of the requirements.-

- a) All existing inland vessels shall comply with the requirements existing prior to coming into force of these rules;
- b) The owner and master of the new inland vessels shall ensure that the vessel is constructed, maintained and operated as per the provisions of these rules.
- c) No new inland vessel shall be issued with the certificate of survey under the Inland Vessels (Survey and Certification) Rules, 2022, unless such vessel complies with the standards for the accommodation of crew and passengers under these rules.
- d) Notwithstanding anything contained in sub-rules (1) to (3), the State Government may apply additional requirements to any category of vessels.
- e) State Governments may exempt any inland vessel that embodies features of a novel kind from any of the provisions of these rules, the application of which might seriously impede research into development of such features and their incorporation in vessels.

PART-III

RULES FOR VESSELS OF 300 GROSS TONNAGES AND ABOVE

341. Application.- This part shall apply to all “Category-A” vessels of 300 GT and above.

342. General requirements of accommodation.-

- a) Inland vessels shall have accommodation for the persons lodging habitually on board and for the minimum crew.
- b) Accommodation shall be so designed, arranged and fitted out as meet the health, safety and comfort needs of those on board and the accommodation shall be of safe, and easily accessible and adequately insulated against heat and cold.
- c) For the purposes of sub-rule (2), the crew accommodation and the means of access thereto and egress there from shall be so arranged and constructed to ensure-
 - (i) protection of the crew against injury to the practicable extent;
 - (ii) protection of the crew accommodation against unfavourable environmental conditions;
 - (iii) exclusion from the crew accommodation of effluvia originating in other spaces in the vessel; and
 - (iv) exclusion from the crew accommodation, to the practicable extent, of noise originating in other spaces in the vessel.

343. Special design requirements for accommodation.-

- a) Every part of the crew accommodation, other than pantries, laundries drying rooms, lockers, storerooms sanitary accommodation, passageways, offices, shall be properly lighted by natural light and the community living quarters shall, as far as possible, provide a way out:
- b) Provided that in any space in the vessel it is impracticable to provide proper natural lighting, such lighting shall not be required, if adequate electric lighting is always available in that space.
- c) Mess rooms and sleeping cabins shall have at least two exits which are as far apart from each other as possible and serve as escape routes and one of the exits may be designed as an emergency exit.
- d) The requirement of exits under sub-rule (2) shall not apply to rooms with an exit leading directly onto the deck or into a corridor which serves as an escape route and large rooms, such as dormitories shall be provided with two exits and emergency exits, which may include skylights and windows, shall have a clear opening of at least 0.36 square metre and a shortest side not less than 0.50 metre and permit rapid evacuation in an emergency.
- e) The insulation and cladding of escape routes shall be made of flame-retardant materials and the usability of escape routes shall be guaranteed at all times by appropriate means such as ladders or separately attached rungs.
- f) The floor area of mess rooms shall be not less than 0.7 square meter per person and the number of persons to be taken into account for this may be limited to 70% of the total crew on board.
- g) The floor area of sleeping cabins shall be at least 2.5 square meters per person in general and for sleeping cabins accommodating more than one person, the minimum floor area may be reduced to 1.75 square meters per person.
- h) Doors shall have an opening with a clear width of at least 0.60 metre and the prescribed height may be achieved by means of sliding or hinged covers or flaps.
- i) Doors shall generally open to the outside except the cabin doors opening into a corridor and it shall be possible to open them from either side.
- j) Stairways shall be permanently fixed and shall be designed that -
 - (i) they are at least 0.60 metre wide;
 - (ii) the tread is at least 0.15 metre deep;
 - (iii) the steps are non-slip; and

- (iv) Stairways with more than three steps are fitted with at least one handrail or handle.
- k) Pipes carrying dangerous gases or liquids, and particularly those under such a high pressure that a leak could pose a danger to persons, shall not be located in the accommodation spaces or in corridors leading to the accommodation spaces: provided that this sub-rule shall not apply to steam pipes and hydraulic system pipes and provided they are fitted in metal sleeves.

344. Sanitary Installations.-

- a) The following sanitary installations shall be provided on vessels-
 - (i) one toilet per eight crew members which shall have proper ventilation;
 - (ii) one washbasin per four crew members; and
 - (iii) one shower or bath per eight crew members.

345. Galleys.-

- a) For vessels having persons living onboard, a galley shall be provided for the preparation of food: provided that a small pantry with refrigerator and electric heater may be sufficient for vessels designated for operation on short voyages with arrangements for supply of food from outside.
- b) Space and arrangements shall be provided for the storage of dry provisions for the crew having regard to the maximum period likely to elapse between successive replenishments of stores and to the maximum number of persons for whom food is to be served.
- c) Means shall be provided to store perishable provisions and box freezers and cold rooms of adequate capacity shall be provided for this purpose.

346. Supply of fresh water and drinking water.-

- a) There shall be available a supply of fresh water sufficient for the wash basins, baths and showers fitted in the vessel.
- b) The supply shall be provided from tanks of a capacity of at least 50 litres for each member of the crew for each day likely to elapse between successive replenishments of the water or by other equally efficient means.
- c) There shall be supply of drinking water in the crew accommodation from tanks of an adequate capacity, having due regard to the number of persons in the crew and time likely to elapse between successive replenishments of the water and other efficient means may be accepted in lieu of this arrangement.
- d) Potable water installations shall-
 - (i) be made of a material on their inner surfaces which resists corrosion and poses no physiological danger;
 - (ii) be free of pipe sections where a regular flow of water is not guaranteed; and
 - (iii) be protected against excessive heating.

347. Air Conditioning and ventilation.-

- a) Crew accommodation areas shall be adequately ventilated.
- b) The enclosed parts of crew accommodation shall be ventilated adequately even when the doors are closed and the ventilation shall ensure adequate air circulation in all climatic conditions.
- c) The accommodation shall be so designed and arranged to prevent the entry of foul air from other areas of the vessel such as engine rooms or holds.
- d) Where provided, the air conditioning system, of a centralized type shall be so designed to—
 - (i) Maintain the air at a satisfactory temperature of 28°C with 50 per cent. relative humidity when ambient temperature is 35°C with 70 per cent. relative humidity;
 - (ii) Ensure eight air changes per hour in any mess room or recreation room and six air changes in any other room, the amount of re-circulated air not exceeding 50 per cent. at any stage, while on voyage.

348. Other accommodation installations.- Each crew member living on board shall have an individual berth and an individual clothes locker fitted with a lock.

349. Construction of bulkheads and panelling.-

- a) All bulkheads enclosing or within any part of the crew accommodation shall be properly constructed of steel or other suitable material and if the bulkheads are exposed to the weather, they shall be of watertight construction and means of closure shall be provided for all opening in such bulkheads so as to enable them to be made weather tight.
- b) If the partitions or bulkheads within the accommodation spaces are not constructed of steel then the paneling/ceiling used in the accommodation shall be made of non-combustible material of an approved quality.
- c) Any bulkhead which separates any part of the crew accommodation (other than a recreation deck space) from a space used as –
 - (i) an oil fuel bunker;
 - (ii) a cargo or machinery space;
 - (iii) a lamp room or paint room;
 - (iv) a store room not forming part of the crew accommodation (other than a dry provision store room);
 - (v) a chain locker; or
 - (vi) a cofferdam;
 shall be gas tight, and shall be water tight to protect the crew accommodation.
- d) Any inside panelling in the crew accommodation shall be constructed of a suitable material with a surface, which can be easily kept clean.
- e) Neither bulkheads nor inside panelling shall be constructed with tongued and grooved boarding or in a manner or with material likely to harbour vermin.

350. Overhead decks and flooring.-

- a) Every overhead deck exposed to the weather shall be constructed of steel or equivalent material.
- b) Every deck which forms the floor in the crew accommodation shall be properly constructed and shall have a surface which provides a good foothold and is capable of being easily kept clean.
- c) The floor covering shall be impervious to water and if the deck is situated on the top of oil tank, the covering shall be impervious to oil.

351. Medical cabinet.- Every vessel shall carry the following medical appliances for the use of crew-

- a) one number of first aid box not less than that prescribed for a life boat; and
- b) one number of stretcher for easy evacuation of casualties.

352. Protection from mosquitoes and rats.-

- a) The crew accommodation, other than galleys, storerooms and recreation spaces on the open deck, shall be provided with protection against the admission of mosquitoes.
- b) The protection referred to in sub-rule (1) shall be provided by means of screens of rust proof wire or other suitable material which shall be fitted to all side scuttles, natural ventilators, skylights and doors leading to the open deck and by providing mosquito nets to individual crew members.
- c) Effective rat proofing measures are to be provided.

PART-IV**RULES FOR VESSELS OTHER THAN THOSE COVERED UNDER PART-III****353. Application.-**

- a) The provisions of this part shall apply to all Category A passenger vessels other than those covered under Part-III.
- b) These rules may be applied to Category B passenger vessels, in so far as they are considered practicable and reasonable by the Designated Authority.

354. Maximum passenger numbers.- The number of passengers allowed onboard shall be determined on the basis of the-

- a) stability requirements given in Inland Waterways (Design and Construction Rules), 2022; and
- b) clear deck area requirements under these Rule.

355. Allowable Passenger Spaces.-

- a) Only one passenger deck is permitted below the waterline and bulkhead deck and passenger spaces do not include-
 - (i) toilets
 - (ii) companion ways or stairways or means of escape and any passageway less than 750 millimetre wide;
 - (iii) areas permanently occupied by safety equipment and other vessel related to operational equipment; and
 - (iv) Areas designed for the safe operation of the vessel such as-
 - Machinery or navigation or mooring;
 - enclosed vehicle carrying spaces provided on Ro-Ro vessels; and
 - open deck vehicle carrying spaces.
- b) In assessing the clear area for enclosed spaces, the space occupied by tables and permanent fittings shall be excluded.
- c) For open deck spaces, the clear area shall be measured between points within which the surveyor considers the area fit for the safe and proper accommodation of passengers.
- d) Clear area means the area which remains after they are occupied by hatchways, skylights, companionways, casings, ventilators, navigating space, luggage lockers and lifesaving appliances carried on the open deck and lockers.
- e) The decks on which passengers are accommodated shall form part of the permanent structure of the vessel and shall be of adequate strength:
- f) Provided that if any deck is constructed of wood, it shall be properly laid and caulked and shall be continuous from side to side of the space in which the passengers are carried.
- g) Lamp rooms, paint rooms and spaces used for the storage of inflammable oils shall not have a direct access to the passenger accommodation by doors or situated as to constitute a danger of passengers and passengers shall not be accommodated in a space adjoining an oil fuel bunker unless the space is separated from the bunker by an additional steel vapour proof bulkhead so that the space between the two bulkheads is well ventilated and accessible.
- h) For the purpose of these rule passenger accommodation may be situated on a deck forming the crown of an oil fuel space if-
 - (i) the deck is oil-tight;
 - (ii) passenger space is well ventilated;
 - (iii) no manhole or other opening to oil fuel space exists in passenger spaces; and
 - (iv) flooring of passenger space is of a material and of a thickness approved by the Designated Authority for the purpose.
- i) Passenger accommodation shall be separated from cargo spaces, store rooms, lamp rooms and paint rooms and other space used for storage of inflammable oils by means of gas-tight steel bulkheads and decks.

356. Clear deck areas.-

- a) Where only seating accommodation is provided, the number of passengers allowed for a passenger space shall be determined by dividing the clear area excluding passages in square meters by 0.60.
- b) Where passengers are allowed access to the top of deckhouses, the number of passengers allowed shall be determined by dividing the clear deck area excluding passages in square meters by 0.85.

357. Provision of Cabin Berths.-

- a) Where the duration of voyage is more than 24 hours, proper sleeping berths shall be provided.
- b) The number of fixed berths properly constructed and fitted shall determine the number of passengers allowed to be carried in cabin class accommodation provided in any vessel.
- c) No cabin accommodating cabin class passengers shall contain more than eight such berths.
- d) There shall not be more than two tiers of berths in any cabin and there shall be provided not less than 3.35 square meters of clear space for each cabin class passenger and where small berths are fitted for children, the total space allocated shall be 3.5 square metre for every pair of such berths.

358. Provision of bunks.-

- a) Where bunk spaces are provided for the accommodation of passengers, in lieu of cabin berths, such bunks shall comply with the following requirements-
 - (i) the size of a bunk shall not be less than 1.90 meters long and 0.70 meters wide;
 - (ii) every bunk shall give direct access to a passage-way and the passage-ways shall be so arranged to give ready access to an escape route;
 - (iii) the width of passage-ways shall be not less than 0.70 metre;
 - (iv) bunks may be fitted in single or double tiers and the following requirements shall be complied with, namely:-
 - the distance between the deck and the base of the lower bunk shall not be less than 0.45 meter;
 - the distance between the base of the lower bunk and the base of the upper bunk shall not be less than 0.90 meter;
 - the distance between the base of the upper bunk and the underside of any overhead obstruction shall not be less than 0.90 meter; and
 - suitable means shall be provided with access to upper bunks.
 - (v) bunks shall be fitted with lee boards or lee rails and where bunks are fitted side by side suitable means of separation shall be provided;
 - (vi) bunks and their fittings shall be constructed of metal and shall be of the type approved by the Designated authority;
 - (vii) no bunk shall be fitted within 0.90 metre of any hatch opening except where such opening are trunked or otherwise protected to the satisfaction of the Designated Authority.
 - (viii) no bunk shall be fitted within 0.60 metre of the face of the frames, sparring or linings at a vessel's side;
 - (ix) no bunk shall be fitted within 0.75 metre of the entrance of any stairway or ladder way, wash place, lavatory or battery or latrines or of any water tap or fire hydrant; and
 - (x) no bunk shall be fitted in space or part thereof which in the opinion of the Designated Authority, is unsuitable for accommodation of bunk class passengers.
- b) Total number of bunks provided in any vessel shall be such to ensure that the number of passengers carried in a space does not exceed the gross volume of that space in cubic meters divided by 3.06 cubic meters.

359. Passenger seating. –

- a) Where the voyage is of not more than 24 hours duration, passengers may be accommodated in spaces where only seating accommodation is provided.
- b) Every passenger shall be provided with a seat, subject to these rules.
- c) Inland vessels operating on short voyages of 30 minutes or less need to provide seating for 50 % of passengers, provided the motions and accelerations in all normal operation would not make standing difficult.

- d) All seating and furniture shall normally be fixed and any moveable furniture may be permitted, provided that the same shall not be a hazard or impede escape in the event of an emergency.
- e) Explanation. - For the purpose of this sub-rule, seating may be individual seat or bench type seating.
- f) If seating is removed to accommodate a specific operation or function, the number of passengers shall be reduced accordingly.

360. Minimum seat dimensions. –

- a) Suitable clear space shall be allowed for access, assembly and escape with a minimum width of 750 millimeters being provided.
- b) A length of 450 millimeters measured horizontally along the front of each seat shall be allowed for the accommodation of seated passengers.
- c) When any space in front of a seat is required for access, the space within 230 millimeters of the front of the seat shall not be taken into account when measuring the width of the access.
- d) The distance between any part of the back rest of any seat and the back rest of the seat facing it, shall not be less than 1600 millimeters.
- e) There shall be a clear space of at least 680 millimeters in front of the backrest of any seat measured from the centre of each seat and a clear space of at least 310 millimeters in front of any part of that seat.
- f) There shall be a clear space of at least 620 millimeters between any part of the front of a transverse seat, and any part of any other seat which faces it.
- g) The number of passengers accommodated by bench seating shall be by dividing the length in meters of each continuous fixed seat by 0.45 and the measurements being taken along the inner edge of the seats and buoyant apparatus may be used for seating.

361. Spaces unfit for passenger accommodation.-

- a) Accommodation for passengers shall not be provided in any of the following spaces, namely-
 - (i) any deck lower than the one immediately below the waterline or bulkhead deck;
 - (ii) any part of the between deck where the clear headroom is less than 1.90 meters; and
 - (iii) frontside of the collision bulkhead or the upward extension thereof.
- b) During rainy season, no space on the weather deck shall be measured as being available for passenger accommodation except that it may be measured as airing space.

362. Lighting and Ventilation. –

- a) All passenger accommodation spaces shall be efficiently ventilated and lighted during both day and night.
- b) Every part of the accommodation, other than pantries, laundries drying rooms, lockers, storerooms sanitary accommodation, passageways, shall be properly lighted by natural light.
- c) Wherever possible, natural lighting shall be provided and if in any space in the vessel, it is impracticable to provide proper natural lighting, such lighting shall not be required if adequate electric lighting is always available in that space.
- d) In every new passenger vessel the enclosed parts of the passenger accommodation shall be ventilated by a system, which shall maintain the air therein in a state of purity adequate for the health and comfort of the passengers and such system shall be capable of being so controlled as to ensure a sufficiency of air movement under all conditions of weather and climate to which the vessel is likely to be subjected, during the voyages on which she is intended to be engaged and shall be additional to any side scuttles, skylights, companions, doors or other apertures not intended solely for ventilation.
- e) In every passenger vessel, as a minimum, adequate fans shall be provided in the enclosed spaces of the accommodation.
- f) Where the air conditioning system is provided, whether of a centralized type or individual unit type, the same shall be designed to-

- (i) maintain the air at a satisfactory temperature of 28° with 50 per cent relative humidity when ambient temperature is 35°C with 70 per cent. relative humidity; and
- (ii) ensure eight air changes per hour in any mess room or recreation room and six air changes in any other room, the amount of re-circulated air not exceeding 50 per cent at any stage, while on voyage.

363. Protection from mosquitoes and rats.-

- a) Passenger accommodation spaces, other than galleys, storerooms and recreation spaces on the open deck, shall be provided with protection against the admission of mosquitoes.
- b) The protection referred to in sub-rule (1) shall be provided by means of screens of rust proof wire or other suitable material which shall be fitted to all side scuttles, natural ventilators, skylights and doors leading to the open deck.
- c) Effective rat proofing measures are to be provided in accommodation spaces.

364. Airing space.- Where the duration of voyage exceeds 4 hours, airing space shall be provided for all passengers at the scale of 0.5 square metre per passenger and such airing space shall be marked conspicuously.

365. Marking of spaces.- Any space intended for the accommodation of passengers shall be conspicuously marked at or near the entrance to that space indicating the number of such passengers that the space is certified to accommodate.

366. Provision of medical stores.- Every passenger vessel carrying more than 100 passengers and on voyages of more than 24 hours shall carry medicine, medical stores disinfectants, and surgical appliances as may be specified by the Designated Authority.

367. Toilet facilities.-

- a) For vessels provided with seating accommodation only, toilet facilities shall be provided for the use of all seated passengers, and the number of toilets shall be as follows-
 - (i) up to 50 passengers 1 water closets (WCs);
 - (ii) up to 100 passengers 2 WCs; and
 - (iii) for each additional 100 passenger, or part thereof 2 WCs or 1 WC and 1 urinal.
- b) Separate toilets shall be set apart for the exclusive use for male and female passengers and fitted with entirely separate entrances and all toilets shall be clearly marked and lighted to indicate whether they are intended for use of male or female passengers.
- c) For vessels provided with sleeping accommodation, four toilets shall be provided for the first hundred passengers and two toilets for every additional fifty passengers.
- d) The requirements provided in sub-rule (1) may be relaxed for open inland vessels and those vessels engaged on voyages of less than 30 minutes duration, provided that WCs are provided in the vicinity of embarkation or disembarkation places.
- e) All sanitary facilities shall be sufficiently ventilated.

368. Wash places and baths.-

- a) In passenger vessels performing voyages exceeding 48 hours duration, there shall be provided for the exclusive use of passengers washing facilities, namely-
 - (i) one wash basin or sink with running fresh water for every 25 passengers; and
 - (ii) one water tap or shower for bathing for every 25 passengers or part thereof and at least one tap or shower shall also be fitted to supply running hot water and so regulated as to prevent scalding.
- b) Every passenger vessel performing a voyage of less than 48 hours duration but not less than 24 hours shall be provided with wash basins, taps or showers at half of the facilities provided in sub-rule (1).
- c) Every passenger vessel performing a voyage not exceeding 24 hours shall be provided one wash place for male passengers and one for female passengers and each of such wash basins or sinks shall be functional with running cold fresh water.
- d) Where the voyages exceed 12 hours duration, showers or taps with fresh running water shall be provided in each wash place.
- e) At least one wash place shall be set apart for the exclusive use of female passengers.

369. Supply of food, fuel and water.-

- a) Every passenger vessel on voyages exceeding 6 hours shall have provisions for food, beverages and drinking water to the passengers.
- b) In no case a passenger shall be permitted to cook food on board.
- c) There shall be fresh water of not less than 22.5 litres per day supplied to passengers for all purposes inclusive of the quantity necessary for drinking.
- d) Fresh water may be carried in double bottom tanks or in other tanks fitted above double bottoms or any other tanks fitted for this purpose.
- e) All fresh water tanks shall be cleaned, cement washed or if coated with bituminous plastic or other proprietary composition, re-coated where necessary shall be aired and disinfected at intervals not exceeding 12 months and in addition, the tanks shall be thoroughly pumped out, hosed and disinfected prior to refilling at six months intervals.
- f) The disinfection as provided under sub-rule (5) shall be carried out under the supervision of the Port health Officer or Officer appointed by the Designated Authority.
- g) There shall be provided on every deck used by passengers, efficient means for the regular supply of cold, fresh and potable drinking water suitably distributed in the passenger spaces.

370. Guard rails and stanchions.-

- a) All passenger vessels carrying passengers shall be provided with bulwarks or guard rails on every deck to which the passengers have access.
- b) Such bulwarks or guard rails shall be not less than 100 centimeters high, measured from the top of the deck to the top of the uppermost rail and the rails shall be not more than 230 millimeters apart unless strong netting is provided.
- c) Where bulwarks are fitted, the freeing ports shall be fitted with suitable grids for protection of passengers.

CHAPTER XXI

FIRE FIGHTING APPLIANCES

371. Definitions.-

- a) In these rules, unless the context otherwise requires,--
 - (i) “Act” means the Inland Vessels Act, 2021 (24 of 2021);
 - (ii) “Decked vessel” means vessel with a continuous watertight weather deck that extends from stem to stern;
 - (iii) “existing vessel” or “existing inland vessel” means any inland vessel which is not any new inland vessel that falls within the ambit of the definition of “inland vessel” as defined in clause (q) of section 3 of the Act;
 - (iv) “major conversion or modification” means any of the following-
 - Change in Gross Tonnage of the vessel by more than ten percent.;
 - Change of vessel type; and
 - Change of propulsion system or main engines or type of fuel.
 - (v) “new inland vessel” means any inland vessel whose keel is laid or which is at a similar stage of construction on or after the date of coming into force of these rules.
- b) Words and expressions used and not defined in these rules but defined in the Act, shall have the meanings respectively assigned to them in the Act.

372. Compliance by existing inland vessels.-

- a) All existing inland vessels shall comply with the requirements existing prior to coming into force of these rules:

Provided that the existing inland vessel that undergoes major conversion or modification shall comply with the requirements specified under these rules, as may be considered necessary by the Designated Authority:

Provided further that in the case of change of propulsion system or main engines or type of fuel, the new rules shall apply to that equipment and systems only:

Provided also that existing vessels shall comply with the requirements of provision of portable fire extinguishers, fire fighters outfits, fire axe, fire buckets and sandbox and the safety equipment plan as specified in these rules within one year of coming into force of these rules

- b) The owner and master of any new inland vessel shall ensure that the vessel is constructed, maintained and operated under in accordance with the requirements of these rules and the vessel is suitable for its intended service.
- c) No new inland vessel shall be issued with the certificate of survey under the Act and the Inland Vessels (Survey and Certification) Rules, 2022, unless such vessel complies with the safety requirements including the physical design of the inland vessel or equipment that the inland vessel shall carry or those which are operational or procedural in nature.;
- d) Notwithstanding sub rule (1) to (3), the State Government may apply requirements in additional to any category of vessels.
- e) For the purpose of these rules, the Surveyor appointed under the Act shall satisfy himself that there is evidence of procedures in place to demonstrate that the inland vessel shall be operated in accordance with the requirements under these rules.

373. Equipment standards and guidance.- Any particular piece of equipment or machinery that the inland vessels shall be provided with or carried onboard shall be in accordance with a national or international standard such as the Bureau of Indian Standards (BIS) or the International Organization for Standardization (ISO).

374. Fire pumps.-

- a) Every decked vessel shall be provided with at least one power operated pump which may be independently driven or vessels with propulsive power not more than 375kW, where engine can be declutched and passenger vessels are to be provided with at least two power driven pumps, one of which is permanently installed.

- b) For the purpose of this rule, sanitary, ballast, bilge or general service pumps may be accepted as fire pumps.

375. Capacity of fire pump.- The minimum capacity of fire pumps shall not be less than 10 cubic metres per hour for cargo vessels, and not less than 20 cubic metres per hour for passenger vessels. The pump capacities may be reduced to 6 cubic metres per hour and 12 cubic metres per hour, respectively for vessels of length less than 12 metres or alternatively a portable engine driven pump may be accepted by the Designated Authority and in the case of non-self propelled barges without any machinery on board, a portable engine driven fire pump may be sufficient.

376. Arrangement of fire pumps and fire main.-

- a) The fire pump suction shall be so arranged that the pump shall operate efficiently at the lightest draught likely to be encountered in service.
- b) In cargo vessels, if the main fire pump is located in the space containing oil fired boiler or internal combustion type propelling machinery, an emergency fire pump shall be provided and the emergency pump and its source of power and sea connection shall be situated outside the space where the main fire pump is located:

Provided that if the emergency fire pump as provided under sub-rule (2) is operated by power, the pump capacity shall be at least 10 cubic metres per hour and 6 cubic metres per hour for vessels of less than 12 metres in length:

Provided further that if the emergency fire pump as provided under sub-rule (2) is manually operated, it shall be provided with hose and a nozzle of at least 10 millimeters diameter capable of being directed on to any part of the vessel:

Provided also that if a permanently installed main fire pump is available, a portable emergency fire pump may be accepted.

- c) In passenger vessels, the fire pumps are to be installed in separate main compartments so that one of the pumps shall be available in case of fire or flooding in a main compartment and one of the pumps may be portable type.
- d) If the emergency fire pump is provided, isolating valves to separate the section of the fire main within the machinery space containing the main fire pump or pumps from the rest of the fire main shall be fitted in an easily accessible and tenable position outside the machinery space.

377. Fire main and hydrant.-

- a) In vessels of 24 metres length and above, a fire main is to be provided so that at least one jet of water may reach any part of the vessel and in passenger vessels, any point of the vessel shall be reached from at least two hydrants in different locations and in the case of non-self-propelled barges without machinery on board, fire main need not be provided.
- b) Materials readily rendered ineffective by heat are not to be used for fire mains and where steel pipes are used they are to be galvanised internally and externally and cast iron pipes are not to be used for fire mains.
- c) Relief valves shall be provided in conjunction with all fire pumps, if the pumps are capable of developing a pressure exceeding the design pressure of the water service pipes, hydrants and hoses and these valves are to be so placed and adjusted as to prevent excessive pressure in any part of the fire main system.
- d) The positions of hydrants and valves or cocks are always readily accessible.

378. Fire hoses and nozzles.-

- a) Approved fire hoses shall be of non-perishable material and shall be sufficient in length to project a jet of water to any of the space in which they may be required to be used.
- b) Each hose shall be provided with a nozzle and the necessary couplings.
- c) Hoses specified as "fire hoses" shall together with any necessary fittings and tools be kept ready for use in conspicuous positions near the water service hydrants or connections.
- d) Firehoses shall have a length of at least 10 metres, but not more than-
 - (i) 15 metres in machinery spaces; and

- (ii) 20 metres in other spaces and open decks.
- e) Same size hose and nozzle is provided for each hydrant in the vessel, which shall be interchangeable at any place of the vessel.
- f) For the purpose of this rule, the hose diameter shall be maximum of 64 millimeters and minimum of 38 millimeters and they shall be lined.
- g) At least two fire hoses with dual purposes nozzles (jet or spray) of not less than 12 millimetres bore shall be provided and these are to be stowed in hose boxes placed close to the hydrants.

379. Portable fire extinguishers.-

- a) The extinguishing medium employed shall be suitable for extinguishing fires in the compartments in which they are intended to be used.
- b) All fire extinguishers are to be of National or International Standards.
- c) The capacity of required portable dry powder fire extinguishers shall not be less than 5.0 kilogram and other extinguishers shall have a fire extinguishing capability at least equivalent to that of a 5.0 kilograms dry powder fire extinguisher.
- d) Foam fire extinguishers, where required are of a minimum capacity of 9 litres.
- e) Extinguishers are to be stowed in readily accessible positions
- f) Portable fire extinguishers of appropriate type shall be provided.
- g) One portable fire extinguisher shall be provided in the following locations, as applicable-
 - (i) In the wheel house;
 - (ii) Close to each entrance of accommodation spaces;
 - (iii) Close to each entrance of service spaces containing heating or cooking equipment or any other equipment having similar fire risk when not directly accessible from the accommodation;
 - (iv) Close to each entrance to machinery spaces;
 - (v) in suitable position below deck in the machinery space so that no location in space is more than 10 metres walking distance from an extinguisher;
 - (vi) in passenger vessels, one additional appropriate fire extinguisher shall be provided for-
 - each unit of 120 square metres or part thereof of the gross floor area in passenger areas;
 - each group of 10 cabins, or part thereof.
- h) Carbondioxide fire extinguishers shall not be placed in accommodation spaces.

380. Non-Portable fire extinguishers in machinery spaces.- In case of vessels exceeding 30 metres length and having total power of engines at 750 kW and above, at least one foam extinguisher of capacity of not less than 45litres shall be provided in the machinery space and in other vessels a 15 kilograms capacity dry powder extinguisher shall be provided in the main machinery space.

381. Fixed fire detection and fixed fire extinguishing system.-

- a) In cargo vessels constructed of composite material, main machinery space where total power output is 375 kW and above are to be provided with a fixed fire extinguishing system complying with National or International Standards.
- b) In all passenger vessels with total power output of 550 kW and above, it shall be provided with a fixed fire extinguishing system in main machinery space.
- c) Main machinery space with total power output as specified in sub-rule(1) and(2) which are not continuously manned are to be provided with a fire detection and alarm system.
- d) The fixed fire extinguishing agents may be of Carbon dioxide, water or other acceptable agents such as HFC 227, IG-541 and FK-5-1-12.

382. Fireman's outfit.-

- a) Every passenger vessel of length of 45 metres and above with sleeping cabins shall be provided with at least one fireman's outfit.
- b) A fireman's outfit shall consist of-
 - (i) Personnel equipment comprising-
 - Protective clothing of material to protect the skin from the heat radiating from the fire and from burns and scalding by steam and the outer surface of protective

- clothing shall be water-resistant;
 - Boots and gloves of rubber or other electrically non conducting material;
 - A rigid helmet providing effective protection against impact;
 - an electric safety lamp (hand lantern) of an approved type with a minimum burning period of three hours; and
 - an axe; and
- (ii) breathing apparatus of an approved type with spare charges or breathing air compressor.
- c) Every vessel of 45 metres and above are to be provided with two breathing apparatus with spare charges or breathing air compressor, which may include the breathing apparatus required under sub rule 2(b).
- 383. Fire Axe.-** Every vessel exceeding 15 meters in length shall be provided with at least one fire axe.
- 384. Fire Buckets.-** Minimum one fire bucket with lanyard shall be provided for every 10 metres of length of the vessel.
- 385. Sand box with scoop.-** In every vessel at least one sand box with scoop in machinery and boiler space shall be provided and quantity of sand shall not be less than 0.076 cubic meters and for vessels of less than 10 metres length the capacity of sand box may be reduced by 50 per cent.
- 386. Additional requirements for roll-on or roll off vessels.-**
 - a) When it is intended to carry motor vehicles with fuel for their own use in their tanks, two portable extinguishers shall be provided on each vehicle deck, one of which is to be positioned in the fore part and one in the after part of the vessel and four portable extinguishers shall be provided on each vehicle deck if the number of vehicles on the deck exceeds 50.
 - b) Enclosed ro-ro deck spaces are to be fitted with an approved fixed pressure water spraying system and scuppers are to be fitted so as to ensure that such water is rapidly discharged overboard.
- 387. Additional requirement for tankers.-** The provisions for fire-fighting in tankers carrying petroleum oils, chemicals and liquefied gases are to comply with the requirements as may be specified by the Designated Authority.
- 388. Safety equipment plan.-** Inland vessels more than 24 metres in length are to have a copy of approved safety equipment plan displayed on board showing the location of various life saving appliances and all the fire control and fire fighting appliances fitted or carried on board to be used in an emergency.

CHAPTER XXII

DESIGN AND CONSTRUCTION

389. Scope and Application

- a) Unless otherwise specified in these Rules, or separately notified by the Central Government, these Rules shall be applicable to inland vessels, which are obligated to be registered under the Inland Vessels Act 2021 or those vessels that are operating in the inland waters of India.
- b) Unless otherwise notified by the Central Government, these Rules shall be applicable to the whole of India.
- c) Special Category Vessels: Requirements pertaining to Special category vessels, as identified under Chapter VI of the Inland Vessel Act 2021, shall be in accordance with dedicated Rules for such vessels, as may be notified by the Central Government. The following types of vessels, inter alia, will also be considered as special category vessels: Air cushion vehicles; Hydrofoil craft; Sea-planes;
- d) The State Government may exempt any inland vessel that embodies features of a novel kind from any of the provisions of these Rules, the application of which might seriously impede research into development of such features and their incorporation in vessels:
- e) Provided that, any such vessel shall, however, comply with such requirements that, in the opinion of the Designated Authority, achieve a standard which is equivalent or higher than prescribed by these Rules.

390. Definitions

- a) In these rules, unless the context otherwise requires,--
 - (i) “Act” means the Inland Vessels Act of 2021 (24 of 2021);
 - (ii) “Cargo vessel” means any mechanically propelled inland vessel which is not a passenger vessel;
 - (iii) “Decked” vessel means vessel with a continuous watertight weather deck that extends from stem to stern;
 - (iv) “Existing vessel ” or “existing inland vessel” means any inland vessel which is not any new inland vessel that falls within the ambit of the definition provided under clause (11) of sub-rule (1) of Rule 3
 - (v) “Freeboard” means the distance measured vertically downwards from the lowest point of the upper edge of the weather deck to the waterline in still water or, for an open boat, the distance measured vertically downwards from the lowest point of the gunwale to the waterline
 - (vi) “Freeboard deck” is the uppermost complete deck exposed to weather and waves, which has permanent means of closing all openings in the weather part thereof, and below which all openings in the sides of the vessel are fitted with permanent means of watertight closing

Explanation: In an inland vessel having a discontinuous freeboard deck, the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is taken as the freeboard deck.

- (vii) “high-speed vessels” are vessels capable of reaching speeds over forty kilometres per hour in relation to water.
- (viii) “inland vessel” means any mechanically propelled inland vessel as defined under section 3(y) of the Act.
- (ix) “load water line” means the “load line” defined under Section 3(u) of the Act.
- (x) length’ or ‘L’ is the maximum length of the hull in metres, excluding rudder
- (xi) length of waterline’ or ‘L_{WL}’ is the length of the hull in metres, measured at the

maximum draught;

- (xii) “Major conversion or modification” means any of the following;
 - Change in Gross Tonnage of the vessel by more than ten per centum;
 - Change of vessel type;
 - Change of propulsion system/ main engines/ type of fuel;
- (xiii) “New inland vessel” means any inland vessel whose keel is laid or which is at a similar stage of construction on or after the date of coming into force of the Rules.
- (xiv) “Open vessel/boat” means a vessel which within its length is:-
 - not fitted with a watertight weather deck; or
 - is fitted with a watertight weather deck over part of its length; or
 - is fitted with a watertight weather deck over the whole of its length but the freeboard to the deck does not meet the minimum requirement for freeboard;
- (xv) ‘residual freeboard’ is the vertical clearance available, in the event of the vessel heeling over, between the water level and the upper surface of the deck at the lowest point of the immersed side or, if there is no deck, the lowest point of the upper surface of the fixed vessel's side;
- (xvi) “Standards of Classification Society” means Standards of the Society as applicable to Inland Vessels;
- (xvii) “sister vessel” is a vessel built from the same plans;
- (xviii) “Gross Tonnage of a vessel” is the Gross tonnage calculated as per the International Tonnage Convention, 1969.

b) Words and expressions used and not defined in these rules but defined in the Act, shall have the meanings respectively assigned to them in the Act.

391. Threshold of compliance

- a) All existing inland vessels shall comply with the requirements existing prior to coming into force of these rules;
- b) Provided that the existing inland vessels that undergo major conversion or modification shall comply with the requirements specified in these rules, as far as it is considered reasonable and practicable by the Designated Authority, and provided that in the case of change of propulsion system/main engines/ type of fuel etc, the new rules will apply to that equipment and systems only.
- c) Notwithstanding the above, existing vessels have to comply with the requirements of stability information and freeboard prescribed in rules 14 and 16 within two years of coming into force of these rules.
- d) Subject to sub-rule (1) above, the owner/operator and master of the new vessel, shall ensure that the vessel is constructed, maintained and operated under the requirements of these rules and the vessel is suitable for its intended service.
- e) No new inland vessel shall be issued with the certificate of survey under the Act, unless such vessel complies with the standards of design and construction requirements.
- f) Notwithstanding sub rule (1) to (3), the State Government may apply requirements in addition or exempt to any category of vessels.

392. Categorization of Inland Vessels

For the purpose of these rules, Inland vessels shall be classified as per the following categories:-

- a) Category ‘A’: The vessels which fall in this category are decked vessels of any of the following types.
 - (i) Vessels that are more than 24 metres in length
 - (ii) Vessels that carry more than 50 passengers on board.
 - (iii) All vessels equipped for towing other vessels, having a bollard pull capacity exceeding 10 tonnes.
 - (iv) Vessels designed and constructed to carry petroleum goods, chemicals or liquefied gases

bulk as cargo.

(v) Vessels carrying dangerous goods.

(vi) Vessels of 300 GT and above

Category A vessels shall be designed, constructed and maintained under the survey and requirements of a classification society, which is a member of the International Association of Classification Societies

b) Category 'B': Vessels not covered under Category 'A' or Category 'C'.

Category 'B' vessels shall be designed and constructed under the survey of classification society, which is a member of the International Association of Classification Societies and maintained under the survey of the Designated Authority

c) Category 'C': Vessels of length less than 10 metres.

Category 'C' vessels shall be designed, constructed and maintained

according to the standards prescribed by the Designated Authority and maintained under the survey of the Designated Authority.

Explanation: Open Vessels operate in Zones 1 and 2, shall do so provided that due regard is paid by the master towards any operational restrictions imposed by the local authorities.

393. Materials

- a) For category 'A' and Category 'B' vessels, all materials used for construction shall conform to the requirements and testing standards of a Classification Society which is a member of the International Association of Classification Societies.
- b) Materials used for the construction of Category 'C' vessels shall conform to the industry best practice, and standards considered appropriate by the Designated Authority.

394. Certification

- a) Upon compliance with these Rules, the designated authority shall issue the certificate of survey issued under the Act.

395. Equipment Standards and Guidance

Equipment and types of machinery are required to be carried on board, shall be under Bureau of Indian Standards or International Standards Organization norms.

396. General Applicability

- a) The requirements in this part include minimum requirements related to Structure, Strength, Freeboard, Subdivision and Stability, Machinery, Bilge Systems, and Electrical Installations.
- b) Notwithstanding anything contained in sub-rule (1) above, additional requirements which are applicable to specific types of vessels are included in Part B of these Rules.
- c) This Chapter specifies minimum requirements, which the vessels shall satisfy, and for Category 'A' vessels, they are not an alternative to full compliance of the Rules of a Classification society, which is a member of International Association of Classification Society.

397. Design, Strength and Structural Arrangements

- a) The structural strength of mechanically propelled inland vessel shall be suitable for the intended service and area of operation and Category 'A' vessels shall comply with the structural requirements of Classification society, which is a member of International Association of Classification Societies
- b) The structural strength and scantlings of Category 'C' vessels of FRP and Wood material shall be under the requirements of a Class Society which is a member of International Association of Classification Societies or International Standards such as ISO acceptable to the Designated Authority.
- c) The general structure, scantlings and construction of the main structural elements of the hull

shall be constructed in conformity with the following criteria::

- (i) the nature and characteristics of the materials used, their application and method of assembly;
 - (ii) the type of vessel, its dimensions, its internal arrangements, and the permitted maximum operational draught;
 - (iii) the conditions under which it is operated and any particular distribution of weight on board and the category of navigation;
- d) The maximum permitted draught corresponding to the strength of the vessel, shall remain compatible with the freeboard assigned to the vessel.

398. Watertight sub-division and General Arrangement

- a) Subdivision bulkheads terminating at the freeboard deck or, where there is no deck, up to the gunwale, shall be installed at the following instance:
 - (i) A collision bulkhead shall be installed at a distance of between 0.04 L and 0.1 L m measured from the forward perpendicular in the plane of maximum draught and, if the bulkhead is fitted aft of the limits prescribed above, it shall be proved by calculation that in case of flooding of the space forward of the collision bulkhead, the vessel will continue to be buoyant with a residual freeboard of at least 100 millimetres
 - (ii) An aft-peak bulkhead shall be installed at a distance of between 1.4 m and $0.04 L + 2$ m measured from the aft point of the intersection of the hull with the maximum draught line and, if the bulkhead is fitted forward of the limits prescribed above, it shall be proved by calculation that in case of flooding of the space aft of the aft-peak bulkhead, the vessel will continue to be buoyant with a residual freeboard of at least 100 millimetres;
- b) No accommodation spaces or installations needed for vessel safety or operation, except anchoring and steering equipment, shall be located ahead of the plane of the collision bulkhead or aft of the aft-peak bulkhead;
- c) Accommodation spaces, engine rooms and boiler rooms, and the workspaces forming part of these shall be separated from cargo holds by watertight transverse bulkheads that extend up to the freeboard deck;
- d) Accommodation spaces shall be separated from engine rooms, boiler rooms and holds and shall be directly accessible from the deck. If such arrangement is not provided, an emergency exit that leads directly to the open deck shall be provided in addition to the normal means of access;
- e) The bulkheads specified in subrule (1) and subrule (3) and for the separation of areas specified in sub-rule (4) shall not contain any openings subject to the following sub-clauses (a) and (b):
 - (i) The number of pipes piercing the collision bulkhead shall be as small as possible and shall be fitted with suitable valves operable from above the freeboard deck and the valve chest shall be secured at the bulkhead inside the forepeak:

Provided that the Designated Authority may permit the fitting of suitable valves on the rear of the collision bulkhead if such valves are readily accessible and the space in which they are located is not cargo space;
 - (ii) Doors in the aft-peak bulkhead and penetrations, in particular for shafts, ventilation trunks and pipe work, shall be permitted where they are so designed that the effectiveness of those bulkheads and the separation of areas is not impaired and, Doors in the aft-peak bulkhead shall be permitted only if it can be determined by remote monitoring in the wheelhouse whether they are open or closed and shall bear the following readily legible instruction on both sides 'Door to be closed immediately after use':
- f) Each watertight subdivision bulkhead, whether transverse or longitudinal, shall be constructed in such a manner that it shall be capable of supporting, with a proper margin of resistance, the

pressure due to a head of water up to the freeboard deck;

- g) Steps and recesses in subdivision bulkheads shall be watertight and as strong as the bulkhead at the place where they are located ;
- h) Where frames or beams pass through a watertight deck or bulkhead, such deck or bulkhead shall be made structurally watertight;
- i) Watertight decks, trunks, tunnels, duct keels and ventilation trunks shall be of a type equivalent to the watertight bulkheads located at the same level and the method of construction used to ensure that such elements are watertight, and the arrangements adopted to allow closing of the openings, shall be to the satisfaction of the Designated Authority:

Explanation: Watertight ventilation ducts and trunks shall extend at least to the level of the freeboard deck;

- j) The flooding test of main compartments is not compulsory and when a flooding test is not carried out, a hose test shall be done;

Explanation: The tests provided in sub-rule (10), shall be carried out at an advanced stage of fitting out of the vessel and, a detailed inspection of the watertight bulkhead shall, in any case, be carried out;

- k) The forepeak, double bottom including duct keels and double hulls, where fitted, shall be tested to a pressure corresponding to the requirements provided under sub-rule (6) above;
- l) Tanks intended to hold liquids and form part of the watertight subdivision of the vessel, shall be tested for tightness and structural strength with water to a head corresponding to its design pressure and the water head shall in no case be less than the top of the air pipes or to a level of 1 m above the top of the tank, whichever is the greater;

399. Stability – General Requirements

- a) The stability particulars of inland vessels shall be adequate to ensure the safe operation of vessels by minimizing the risk to the vessel, to the personnel on board and the environment, due regard being given to the vessel's intended service and area of operation;
- b) The requirements for stability as contained in this Chapter apply to all vessels, and shall be subject to those requirements as provided in Chapter IV of these Rules;
- c) Before a voyage commences, care should be taken to ensure that cargo and sizeable pieces of equipment have been properly stowed and lashed to minimize the possibility of both longitudinal and lateral shifting, under the effect of acceleration caused by rolling and pitching;
- d) The number of partially filled or slack tanks should be kept to a minimum to avoid adverse effect on stability.

400. General Intact Stability Criteria for Non-Passenger Vessels

- a) For non-passenger vessels, proof shall be furnished that the following stability requirements have been complied with;
 - (i) In the positive area of the righting lever curve up to the first non-watertight opening there shall be a righting lever (GZ) of not less than 0.10 m.
 - (ii) The area of the righting lever curve up to immersion of the first non-weather tight opening and in any event up to an angle of heel of 27 degrees shall not be less than 0.024 m.rad;
 - (iii) The meta centric height (GM) shall not be less than 0.15 m.

Explanation: The conditions provided under this Rule shall be met, bearing in mind the influence of all freesurfaces in tanks for all stages of loading and unloading;

- b) For Category 'C' vessels of less than six metres in length, alternatively, the requirements in ISO 12217-3 may be applied instead of the criteria in (1) above.

401. Stability Information

- a) Stability data and associated plans are to be drawn up in the working language of the vessels and any other language as may be required by the Designated Authority of the State Government in which the vessel is intended to be registered.

Explanation: All translations of the stability booklet should be approved by the Designated Authority ; and for category 'A' vessels, the English language version of the booklet shall be approved by a Classification society, which is a member of International Association of Classification Societies and versions in any other language shall be approved by Designated Authority.

- b) The approved stability booklet shall contain sufficient information to enable the master to operate the vessel in compliance with the applicable stability requirements of these Rules and In case of Category 'A' vessels with unusual or non-uniform weight or cargo distribution; and for all vessels of $L \geq 60\text{m}$ vessels, the stability booklet shall also include loading guidance information, and information on longitudinal strength.
- c) The information provided in sub-rule (2), shall be made available to the master to assist in loading the vessel within its structural design limits and such information shall comprise of;
- (i) the longitudinal strength analysis of the most onerous loading conditions anticipated;
 - (ii) maximum permissible still water bending moments, in both hogging and sagging conditions; and
 - (iii) such other details as may be required by the respective Designated Authority of the State Government in which the vessel is intended to be registered;
- d) The format of stability booklet and the information will vary depending on the vessel type and operational profile and in general, the following information should be included, as a minimum:
- (i) principal particulars of the vessel;
 - (ii) Instructions on the use of the booklet;
 - (iii) General arrangement plans showing watertight compartments, closures, vents, down-flooding angles, permanent ballast, allowable deck loadings and free board diagrams;
 - (iv) Hydrostatic curves or tables and cross curves of stability calculated on a free-trimming basis, for the ranges of displacement and trim anticipated in normal operating conditions;
 - (v) Capacity plan or tables showing capacities and centres of gravity for each cargo stowage space;
 - (vi) Tank sounding tables showing capacities, centres of gravity, and free surface data for each tank;
 - (vii) Information on loading restrictions, such as maximum KG or minimum GM curve or table that can be used to determine compliance with the applicable stability criteria, taking into account damage stability, where applicable and such information should be supplemented by the loading guidance information envisaged in sub- rule (2);
 - (viii) Standard operating conditions and examples for developing other acceptable loading conditions using the information contained in the stability booklet;
 - (ix) A brief description of the stability calculations done including assumptions;
 - (x) General precautions for preventing unintentional flooding;
 - (xi) General precautions against capsizing and the responsibility of the master
 - (xii) Vessels required to comply with damage stability criteria, information concerning the use of special cross- flooding fittings with descriptions of damage conditions which may require cross-flooding;
 - (xiii) Other necessary guidance for the safe operation of the vessel under normal and emergency conditions;
 - (xiv) A table of contents and index for each booklet;

- (xv) Inclining test report for the vessel, or:
 - Where the stability data is based on sister vessel, the inclining test report of that sister vessel alongwith the lightship measurement report for the vessel; or
 - Where lightship particulars are determined by other methods than from inclining of the vessel or its sister, a summary of the method used to determine those particulars;
 - (xvi) Recommendations for determination of the vessel's stability employing an in-service inclining test;
 - (xvii) In permanent ballast, location and weight of the vessel should be noted in the vessel's stability booklet, located such that it does not shift during the normal operation of the vessel and permanent ballast should not be removed from the vessel or relocated within the vessel without the approval of the Designated Authority;
 - (xviii) The alterations affecting stability are made, revised stability calculations shall be prepared and submitted for approval and such revised stability information shall be re-approved by the Designated Authority.
- 402.** For Category 'B' and Category 'C' vessels, the provisions contained in sub-rule (1) to sub-rule (5) shall apply only in so far as it is deemed reasonable, by the Designated Authority, considering the type, size and intended operational profile of the vessel.
- 403.** Damage stability
- a) Inland vessels may be required to show compliance with damage stability contained in these rules.
 - b) Inland vessel to which the requirements of damage stability apply, there shall be permanently exhibited for the information of the officer in charge of the vessel, plans showing clearly for each deck and hold, the boundaries of the watertight compartments, the openings therein, the means of closing such openings, the position of the controls and the arrangements for the correction of any list due to flooding.
- 404.** Calculation of Freeboard
- a) For all vessels, the assigned freeboard shall be the freeboard of the deepest approved loading condition recorded in the intact or damage stability information booklets;
 - b) Notwithstanding anything contained in sub-rule (1) the freeboard assigned shall in no case be less than 150 mm for cargo vessels and 300 mm for passenger vessels.
- 405.** Cargo Hatches and Conditions of Assignment of freeboard
- a) The height of cargo hatch coamings above decks shall not less than;
 - (i) 300 [mm] for Zones 1 and 2; and
 - (ii) 200 [mm] for Zone 3;
 - b) In addition, the distance of coaming top above load water line is to be not less than given below:

Height of Hatch coamings above load waterline			
	Zone 1	Zone 2	Zone 3
With weather tight hatch cover	1000	600	300
Without weather tight hatch cover	1700	1000	500

- c) For Category 'A' vessels, the type and strength of hatch-covers, where fitted, shall comply with the requirements of a classification society, which is a member of International Association of Classification Societies, for the vessels intended service and area of operation.

406. Manholes

- a) Manholes on the weather decks are to be closed by substantial covers capable of closing them watertight.
- b) The strength and construction of manholes shall be commensurate with their location, and surrounding structure.

407. Companionways, doors and accesses on weather decks

- a) Companionways on exposed deck are to be equivalent in strength and weather tightness to a deckhouse in the same portion and the height of the doorway sills above deck is not to be less than 100 [mm] for Zone 3 and 150 [mm] for Zone 1 and 2 on exposed locations;
- b) For doorways directly leading to the engine room the sill height above deck shall not be less than 400 [mm];
- c) In addition the sill heights above load waterline should not be less than the values mentioned below:
 - (i) Zone 1 1000 [mm];
 - (ii) Zone 2 600 [mm];
 - (iii) Zone 3 300 [mm].

408. Openings on engine casing

- a) Machinery space openings shall have efficient closing appliances and the openings and coamings for fiddley, funnel and machinery space ventilators in the casing shall be provided with strong covers of steel and other equivalent material permanently attached in their proper positions and capable of being secured weather tight.
- b) Skylights shall be of substantial construction and secured firmly to the deck and the following standards shall be complied with;
 - (i) For skylights the coaming height is not to be less than the required height for hatch coamings;
 - (ii) Efficient means are to be provided for closing and securing the hinged scuttles;
 - (iii) The thickness of glasses in fixed or opening skylights is to be appropriate to their position and size as required for side scuttles.
 - (iv) Glasses are to be protected against mechanical damage and shall be fitted with deadlights or storm covers permanently attached unless they are fitted at a height above waterline specified in sub-rule (2) of rule 17.
- c) Side scuttles in the engine casings shall be fitted with fire proof glass.

409. Windows and side scuttles

- a) Side scuttles and windows shall be made and tested according to acceptable standards of Bureau of Indian Standards/ International Standards Organization .
- b) Side scuttles in the shell below freeboard deck are to be non opening type with deadlights and the lower edge of glass is to be at least 500 [mm] above the load waterline in any condition of list or trim and such scuttles are to be adequately protected against damage by direct contact. However, Heavy duty type windows/side scuttles conforming to Bureau of Indian Standards/ International Standards Organization standards may be accepted without deadlights.
- c) Side scuttles and windows above deck may be fitted without deadlight/portable covers provided the height of lower edge of glass above waterline is not less than specified in Table provided under this sub-rule; However, Heavy duty type windows/ side scuttles conforming to Bureau of Indian Standards/ International Standards Organization standards need not comply with the height requirement.

Table : Height of Side Scuttles [mm]	
Zone	Height [mm]
1	1700
2	1000
3	500

410. Ventilators – General

- The scantlings of exposed ventilator coamings are to be equivalent to the scantlings of deckhouses in the same position.
- In cargo spaces and other areas where mechanical damage is likely, the ventilator trunks are to be well protected.

411. Coaming heights

- Ventilators on exposed decks are to have the lower edge of openings at a height of not less than 300 [mm] above deck.
- In addition the heights of lower edge of openings above waterline are to be not less than specified in Table provided under this sub-rule.

Table

Ventilator Coaming Heights [mm]		
	With closing appliances	Without closing appliances
Zone 1	1000	1700
Zone 2	600	1000
Zone 3	300	500

412. Closing appliances

- Ventilator openings are to be fitted with efficient weathertight closing appliances if applicable as specified in Table provided under sub-rule (2) of rule 23.
- Ventilators not provided with weathertight closing appliances, or which are required to remain open for the continuous operation of machinery, are to be taken as down-flooding points in stability calculations.

413. Air and sounding pipes– General requirements

- Arrangements shall be made to allow for ventilation and sounding of spaces intended to hold liquids, and any spaces not easily accessible at all times.
- Sounding pipes shall lead above the freeboard deck to easily accessible places and shall have efficient means of closure and short sounding pipes are to be fitted with self-closing cocks.
- Notwithstanding anything contained in sub-rule (2), in machinery spaces and tunnels, when it is not possible to implement the requirement provided in sub-rule (2), the sounding pipes may lead above the deck into easily accessible places and when such sounding pipes serve tanks containing fuel or lubricating oil, they shall not lead near boilers, generators, electric motors or switchboards and shall be provided with automatic closing appliances.
- Sounding pipes may be replaced by a system of liquid filling level indicators
- For tank spaces, air pipes shall also be provided to act as overflows leading above the freeboard deck
- The division, number and position of air pipes shall be arranged to avoid air locks and overpressure during filling operations and shall be arranged to avoid any accidental admission of water to the fuel tanks;

Explanation: The provision in sub-rule (6) shall apply to compartments situated outside the

double bottom if they can be filled by a pumping system

- g) Sounding pipes shall be suitably protected throughout their length against damage and accidental shocks;
 - (i) Those sounding pipes passing through refrigerated spaces shall also be appropriately lagged;
 - (ii) Precautions shall be taken to ensure that repeated soundings do not give rise to excessive local deterioration of plating;
- h) Striking plates of suitable thickness, or their equivalent, are to be fitted under all sounding pipes

Air and sounding pipes leading through cargo containment areas or other spaces where mechanical damage is likely to occur, are to be well protected

414. Height of air pipes

- a) The height of air pipes from the upper surface of decks exposed to the weather, to the point from where water may have access below, is not normally to be less than 300 [mm].
- b) The heights above load waterline of air pipes with and without closing appliances are not to be less than as specified in Table under sub-rule (2) of rule 23 for ventilators.
- c) Lower heights may be approved in cases where these are essential for the working of the vessel, provided closing appliances are of an approved automatic type.
- d) Air pipes not provided with weather tight closing appliances are to be taken as down-flooding points in stability calculations.

415. Closing appliances

- a) Permanently attached closing appliances are to be fitted in sounding pipes to prevent free entry of water.
- b) In case the closing appliances are not of an automatic type, provision is to be made for relieving vacuum when the tanks are being pumped out.

416. General requirements of Scuppers and sanitary discharges

- a) Scuppers sufficient in number and size to provide effective drainage are to be fitted in all weather decks.
- b) Scuppers draining weather decks and spaces within superstructures or deckhouses not fitted with efficient weather tight doors are to be led overboard.
- c) Scuppers and discharges which drain spaces below the freeboard deck, or spaces within intact superstructures or deckhouses on the freeboard deck fitted with efficient weather tight doors, may be led to the bilges in the case of scuppers or suitable sanitary tanks in the case of sanitary discharges and alternatively, they may be led overboard provided that the spaces drained are above the load waterline, and the pipes are fitted with efficient and accessible means of preventing water from passing inboard as required in sub-rule (1) of rule 27.
- d) Scuppers and discharge pipes should not pass through fuel oil or cargo oil tanks and where scuppers and discharge pipes pass, unavoidably, through fuel oil or cargo oil tanks and are led through the shell within the tanks, the thickness of the piping should be at least the same thickness as rule shell plating in way.
- e) All piping shall be adequately supported.

417. Closing appliances

- a) Where the inboard end of scuppers and discharges are below main deck, normally a screw down non-return valve in an accessible location is to be fitted to prevent water from passing inboard.
- b) Where the inboard end is above the main deck, a non-return valve is to be fitted at the shell, if the height of the inboard end above waterline is lower than the following:

- (i) Zone 1 - 1000 [millimetres],
- (ii) Zone 2 - 600 [millimetres], and
- (iii) Zone 3 - 300 [millimetres].

418. Materials for valves, fittings and pipes

- a) All shell fittings and valves required under rule 27 are to be of steel, bronze or other approved ductile material; ordinary cast iron or similar material is not acceptable.
- b) Metals mentioned in sub-rule (1) made of steel or other approved material with low corrosion resistance, are to be suitably protected against wastage.
- c) The lengths of pipe attached to the shell fittings, elbow pieces or valves are to be of galvanized steel or other equivalent approved material.

419. Freeing ports for vessels operating in Zone-1

- a) For Vessels operating in Zone 1,
 - (i) the minimum freeing port area on each side of the freeboard deck shall be given by the formula: $A = 0.75 (0.7 + 0.035l)$ square metres

Explanation: Where 'l' is the length of the bulwark in the well or the length of the superstructure.

- (ii) The Designated Authority may consider it necessary to increase the freeing port area for any vessel.
 - (iii) The lower edges of the freeing ports shall be at deck level or as near the deck as possible.
- b) Freeing ports over 300 millimetres in height shall be fitted with bars spaced not more than 230 millimetres apart or other appropriate protective appliances.
- c) If freeing ports are fitted with hinged shutters, ample clearance shall be provided to prevent jamming and hinge pins or bearings shall be of non-corrodible material and such shutters shall not have locking appliances.

420. Draught marks

- a) All Category 'A' vessels shall show on the bow and the stern, on each side, a draught scale, with ten-centimetre intervals, with figures of a height such that their complete submersion means an increase in draught of 10 centimetre and the accuracy of the draught marks shall be witnessed and confirmed by the Designated Authority.
- b) Draft marks on Category 'B' vessels shall be to the satisfaction of the Designated authority.

421. Freeboard Marking

- a) Every vessel, to which a freeboard is assigned, shall be marked on each side of the vessel at amidships with its assigned freeboard and the marks shall consist of horizontal lines 25 millimetres in breadth and 300 millimetres in length.
- b) For sub-rule (1) the location and accuracy of the freeboard mark shall be witnessed and confirmed by the Designated Authority and the freeboard mark shall be centred at amidships;

Explanation: In the event, the freeboard mark cannot be done as provided in sub-rule (2), for any reason it shall be placed as near to that point as possible, and the distance of any deviation noted.

- c) The freeboard marks shall be affixed under the control of the Designated Authority.

422. Equipment of Vessels - Anchors, Chain cables, mooring equipment and associated deck machinery

- a) Every inland vessel shall be provided with anchors and chain cables as are sufficient in number and strength having regard to the size and intended service of the vessel.
- b) For, Category 'A' vessels, the provision and testing of Anchors, chain cables, chain lockers, mooring equipment, all associated deck fittings and deck machinery shall be meeting the rules of a Classification Society, which is a member of International Association of Classification Societies.
- c) Category 'B' and 'C' vessels shall be provided with anchoring and mooring equipment

- following National or International standards and conform to industry best practice and such equipment shall be commensurate with the size and type of vessel, and area of operation.
- d) In general, windlasses, capstans, winches, bollards, mooring posts and other means necessary for anchoring, mooring, towing or lifting the vessel shall be:
 - (i) designed to meet operating requirements and conditions that it may encounter;
 - (ii) properly fitted; and
 - (iii) fixed to a part of its structure with adequate strength.
 - e) Inland vessels fitted with towing equipment shall meet the additional requirements specified in Chapter IV of these Rules.

423. General Rules on Fire Protection and Escape

- a) The requirements shall apply to Category 'A' vessels and these provisions shall apply to category 'B' and category 'C' vessels, in so far as deemed reasonable by the Designated Authority, giving due consideration to their size and intended service.
- b) For the provisions on fire protection and escape as provided under these rules; wherever the words "steel or other equivalent material" occur, "equivalent material" means any non-combustible material which, by itself or due to insulation provided, has structural and integrity properties equivalent to steel at the end of the applicable exposure to the standard fire test.
- c) For the provisions on fire protection and escape as provided under these rules; 'A'-class divisions are those divisions formed by bulkheads and decks which comply with the following:
 - (i) They shall be constructed of steel or other equivalent material;
 - (ii) They shall be suitably stiffened;
 - (iii) They shall be constructed as to be capable of preventing the passage of smoke and flame to the end of the one- hour standard fire test;
 - (iv) They shall be insulated with an approved non-combustible material such that the average temperature on the side facing away from the fire rises to not more than 140 °Celsius above the initial temperature and at no point, including the gaps at the joints, does a temperature increase of more than 180 °Celsius above the initial temperature occur within the following specified periods:
 - Type A60 - 60 minutes;
 - Type A30 - 30 minutes; and
 - Type A0 - 0 minutes
- d) Type 'B' partitions are bulkheads, walls, decks, ceilings that meet the following requirements:
 - (i) They are made of approved non-combustible material. Furthermore, all materials used in the manufacture and assembly of partitions shall be non-combustible, except for the facing, which shall be at least flame retardant;
 - (ii) They demonstrate an insulation value such that the average temperature on the side facing away from the fire rises to not more than 140 °Celsius above the initial temperature and at no point, including the gaps at the joints, does a temperature increase of more than 225 °Celsius above the initial temperature occur within the following specified periods:
 - Type B15 -15 minutes
 - Type B0 - 0 minutes;
 - (iii) They are constructed in such a way as to prevent the transmission of flames until the end of the first half-hour of the standard fire test.
- e) "F" class divisions are those divisions formed by bulkheads, decks, ceilings and linings which comply with the following:
 - (i) They shall be constructed as to be capable of preventing the passage of flame to the end of the first half-hour of the standard fire test; and
 - (ii) They shall have an insulation value such that the average temperature of the unexposed side will not rise more than 140°Celsius above the original temperature, nor will the temperature, at any one point, including any joint, rise more than 225°Celsius above the original temperature, to the end of the first half-hour of the standard fire test;

424. Fire Protection of Machinery Spaces

- a) All machinery spaces located under-deck or remote from the control position shall be fitted with a fire detection system comprising of smoke or heat detectors which will produce an audible alarm at the control position and consideration shall be given for waiver of this requirement in continuously manned machinery spaces.
- b) Decks and bulkheads divisions that separate machinery spaces from cargo spaces, accommodation, service areas, control stations vessel, shall be:
 - (i) of A-30 class for vessels constructed of steel or equivalent material;
 - (ii) specially considered for vessels constructed of aluminium alloys;
 - (iii) of F class for vessels constructed of combustible materials.
- c) In the case of passenger vessels, boundary bulkheads of propulsion machinery spaces are to be of A-60 standard.
- d) A subdivision may be accepted as equivalent to an F class division if it consists of a combustible wall coated with a layer of 100 mm or two separate layers of 50 mm of mineral wool.

Explanation 1: The mineral wool shall have a density of at least 96 kg/m³.

Explanation 2: The external surface of the mineral wool shall be suitably protected against splashes of oil and other flammable liquids.

- e) Doors and hatches of other openings in bulkheads shall be constructed such as to maintain the integrity of the bulkheads in which they are located.
- f) Pipes, ducts and controls which pass through a fire-resistant bulkhead shall not reduce its resistance to fire.

425. Fire protection of accommodation areas

- a) In all enclosed accommodation the bulkheads, linings, ceilings and their associated grounds shall be constructed of non-combustible materials and their exposed surfaces shall have low flame spread.
- b) All vessels with passenger sleeping accommodation shall be fitted with a fixed fire detection system installed and arranged to detect the presence of fire in such spaces, as well as corridors, stairways and escape routes within accommodation areas.
- c) Appliances with naked flames or unprotected resistors for lighting and heating of accommodation shall not be used.

426. Fire protection of galleys

- a) For cargo vessels, all galleys shall be enclosed by an A-0 standard steel boundary or equivalent, with self-closing steel doors and for passenger vessels, bulkheads around galleys shall be of steel or equivalent material, and meeting an A-30 standard; or of F class.

Explanation: Any serving hatches must be fitted with steel shutters.

- b) A readily accessible fire blanket is to be provided in the galley.

427. Arrangements for combustible fuel, lubricating oil and other flammable oils

- a) In general, combustible liquid used as fuel shall have a flashpoint, determined by an approved test, more than 55°Celsius through Closed Crucible test, except in emergency generators, in which case the flashpoint shall be not less than 43°Celsius. When low flashpoint fuels are used, such vessels shall be considered as special category vessels, and are to comply with the requirements of a Classification Society, which is a Member of IACS and any additional provisions applicable to such vessels as prescribed by the Central Government.
- b) Safe and efficient means of ascertaining the amount of fuel contained in any tank shall be provided. If such means consist of sounding pipes, their upper ends shall be located in safe positions and fitted with appropriate shutoff devices.

- c) Precautions shall be taken to prevent overpressure on fuel tanks including filling pipes and outlet valves and air or overflow pipes shall discharge the fuel into a safe place to avoid peril.
- d) Pumps of the oil fuel lines shall be separate from any other lines.
- e) No oil fuel tank shall be situated where spillage or leakage therefrom can constitute a hazard by falling on heated surfaces and precautions shall be taken to prevent any oil that may escape under pressure from any pump, filter or heater from coming into contact with heated surfaces.
- f) Oil fuel pipes and connected valves and fittings shall be of steel or other approved material, except that the restricted use of flexible pipes may be permitted by the Designated authority and such flexible pipes and end attachments shall be of approved fire-resisting materials or layered with fire-resisting coatings.
- g) Oil fuel lines shall be suitably protected to avoid oil spray or oil leakages onto hot surfaces or into machinery air intakes and the number of joints in such piping systems shall be kept in minimum.
- h) The arrangements for the storage, distribution and utilisation of oil used in the pressure lubrication systems and other flammable oils, shall be in accordance with the requirements of the classification society.
- i) Oil fuels, lubricating oils and other flammable oils shall not be carried in forepeak tanks and oil fuels shall not be stored forward of the collision bulkhead or its extension.
- j) Compartments intended to contain oil fuels with a flashpoint less than or equal to 55°Celsius but not less than 43°Celsius shall be insulated from continuous compartments intended for oil fuels with different flashpoints by cofferdams with air pipes and sounding pipes.

428. Means of escape

- a) There should be at least two means of escape, as widely separated, from each section of normally occupied spaces and the Designated Authority may dispense with one of the means of escape for service spaces that are entered only occasionally, provided that the escape route does not pass through the galley, machinery space or watertight door. All escape routes are to be marked for effortless identification.
- b) In a passenger vessel, the sum of the width of all doors and passageways used as means of escape from a space shall not be less than 5 millimetres multiplied by the number of passengers for which the space is designed with a minimum clear opening of not less than 800 millimetres and the doors of small passenger cabins shall have a clear opening not less than 700 millimetres.

429. General rules on Bilge pumping arrangements

- a) The requirements of these rules generally apply to vessels of category 'A', and the provisions shall apply to category 'B' vessels, in so far as deemed reasonable by the Designated Authority, giving due consideration to their size and operational profile of the vessels.
- b) Inland vessels shall be provided with appliances for draining water from all compartments and bilges.
- c) Arrangements shall be made such that the water in the compartment concerned can flow freely to the suction outlet or outlets.
- d) Drainage from particular compartment considered undesirable may be omitted, provided it can be shown by calculations that the safety of the vessel will not be impaired.
- e) Category 'A' vessels shall comply with the bilge pumping standards of Classification Society appropriate for the type of service.

430. Bilge pumps

- a) Category 'A' vessels with engine power exceeding 220 kilo Watts and passenger vessels shall be fitted with at least two power-driven bilge pumps, each powered by a different power source, one of which may be driven by the propulsion machinery.
- b) At least one power driven pump shall be provided in vessels with engine power upto 220 kilo Watts driven by the main engine and in addition, hand pump suctions are to be fitted.

- c) In passenger vessels, the bilge pumps are to be placed in separate watertight compartments and suction pipes shall be arranged so that any compartment can be effectively drained.
- d) Explanation: One bilge pump may be the fire pump complying with the relevant Fire Fighting requirements.
- e) Bilge pumps provided for peak spaces and chain lockers shall be hand pumps, operated from a point located above the freeboard deck.
- f) Each bilge pump shall be placed aft of the collision bulkhead and placed to pump water from any compartment except as specified in sub-rule (4) and special appliances shall be installed to start the pumps.
- g) Bilge pump installed shall be of self-priming type.

431. Bilge pipes

- a) The arrangement of the bilge and ballast pumping systems shall be such as to prevent the possibility of water passing into the compartments of the vessel or from one compartment to another.
- b) In machinery spaces, bilge pipes and accessories shall be of steel or any other material the characteristics of which are accepted as equivalent for the intended application.
- c) The pumping systems in machinery spaces or cargo holds shall be completely separate from sea inlet pipes or from pipes normally used for filling or emptying compartments intended to hold water or liquid fuel.
- d) Bilge suction piping up to the connection to the pumps shall be independent of other piping and all bilge pipes shall be of steel or equivalent material.
- e) Bilge suction pipes shall not be led through oil tanks except in the case of double bottom tanks, and in case of bilge suction pipes passing through freshwater tanks, such pipes shall be of heavy gauge and pipe joints shall be of the fully welded type and the number of pipe joints shall be kept to a minimum.
- f) The diameter of the bilge main shall satisfy the requirements of the rules Classification Society or the requirements acceptable to the Designated Authority in the case of category C vessels .

432. Direct suction by pumps

- a) In the machinery compartment, a suction duct shall be directly connected to a bilge pump.
- b) The diameter of the duct shall be at least equal to that of the bilge main.
- c) Direct suction shall be through fixed pipe or reinforced flexible hose, in case, the suction is through a fixed pipe, it shall be placed as low as possible; in a way accessible for cleaning and fitted with a non-return valve.
- d) In the case of passenger vessels, each independent power bilge pump shall have a direct suction from the space where it is situated.
- e) Provided that not more than two direct suctions shall be required in one space and where two or more such suctions are provided in a single space, they shall be positioned on either side of the vessel or space.

433. Bilge system accessories

- a) In passenger vessels, all distribution boxes and valves fitted in connection with the bilge pumping arrangements shall be in positions which are accessible at all times in ordinary circumstances and if in any such vessel there is only one system of pipes common to all such pumps, the necessary valves for controlling the bilge suctions shall be capable of being operated from above the vessel's freeboard deck.
- b) In passenger vessels, every valve which is required by these rules to be operated from above the freeboard deck shall have its control, at its place of operation, clearly marked to show the purpose it serves and how it may be opened and closed and it shall be provided with a means to indicate whether it is open or closed.
- c) Suction ducts shall, as far as possible, be placed at the lowest points in the corresponding

compartments and they shall be fitted with grills of substantial construction, placed in a readily visible location and cleaned, without it being necessary to first dismantle the connections in the suction ducting.

434. Plan of the bilge-pump and water drainage system

- a) A detailed plan of the bilge pump system shall be clearly exhibited in a place where personnel can read it easily. The graphic symbols used shall conform to standards in force unless the meaning of the symbols used is clearly indicated.
- b) Scuppers or appropriate arrangements shall be provided in areas of the vessel where water is likely to accumulate dangerously during fire-fighting operations.

435. Alternative arrangements for small vessels

For inland vessels of less than twenty four metres in length, where the fitting of a bilge main is not practical, the requirements of this rule may be satisfied by the use of individual submersible pumps.

436. General Rules of Machinery

- a) The inland vessel must comply with the relevant machinery standards of the Classification Society, or the requirements acceptable to the Designated Authority in the case of Category C vessels, suitable for the vessel type and its operational profile; and the minimum requirements for machinery specified in this rules shall not be construed as an alternative to full compliance with the requirements of Classification Society.
- b) The ambient reference conditions shall be of that the rating of the main and auxiliary machinery is to be suitable for the temperature conditions associated with the geographical limits of the restricted service.
- c) Machinery installations are to be designed such as to ensure proper operations under the conditions as under:
 - (i) List of 10°;
 - (ii) Trim of 5°.
- d) Only internal-combustion engines burning fuels having a flashpoint of more than 55°Celsius may be installed on any inland vessel.

437. Machinery requirements

- a) The machinery, boilers and other pressure vessels, associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended and shall be so installed and protected as to reduce to a minimum any danger to persons on board, with due regard being paid to moving parts, hot surfaces and other hazards and the design shall have regard to the materials used in construction, the purpose for which the equipment is intended, the working conditions to which it will be subjected and the environmental conditions on board.
- b) All boilers, all parts of machinery, all steam, hydraulic, pneumatic and other systems and their associated fittings which are under pressure shall be subjected to appropriate tests including a pressure test before being put into service for the first time.
- c) Means shall be provided to ensure that the machinery can be brought into operation from the dead vessel condition without external aid.
- d) Provision shall be made to facilitate cleaning, inspection and maintenance of main propulsion and auxiliary machinery including boilers and pressure vessels.
- e) Where risk from over speeding of machinery exists, means shall be provided to ensure that the safe speed is not exceeded.
- f) Where main or auxiliary machinery, including pressure vessels or any parts of such machinery, are subject to internal pressure and may be subject to dangerous overpressure, means shall be provided where practicable to protect against such excessive pressure.
- g) All gearing and every shaft and coupling used for transmission of power to machinery essential for the propulsion and safety of the vessel or the safety of persons on board shall be so

designed and constructed that they will withstand the maximum working stresses to which they may be subjected in all service conditions.

- h) Main propulsion machinery and auxiliary machinery shall be provided with automatic shut-off arrangements in the case of failures such as lubricating oil supply failure which could rapidly lead to complete breakdown, serious damage or explosion.
- i) Internal combustion engines of a cylinder diameter more than 200 millimetres or a crankcase volume of at least 0.6 cubic metres shall be provided with crankcase explosion relief valves of a suitable type with a sufficient relief area and the relief valves shall be arranged or provided with means to ensure that the discharge from them is so directed as to minimize the possibility of injury to personnel.

438. Machinery controls

Main and auxiliary machinery essential for the propulsion and safety of the vessel shall be provided with effective means for its operation and control.

439. Remote control of propulsion machinery

Where remote control of propulsion machinery from the navigation bridge is provided, the speed, direction of thrust and if applicable, the pitch of the propeller shall be fully controllable from the navigation bridge under all sailing conditions, including manoeuvring.

440. Ventilating systems in machinery spaces

- a) All machinery spaces shall be adequately ventilated, ensure that when the machinery or boilers therein are operating at full power in all weather conditions, under adequate supply of air is maintained to the spaces for the safety and comfort of personnel and the operation of the machinery.
- b) In addition, the ventilation of machinery spaces shall be adequate, under normal conditions, to prevent the accumulation of hydrocarbon vapour.

441. Protection against noise

Measures shall be taken to reduce machinery noise in machinery spaces to acceptable levels and if this noise cannot be sufficiently reduced, the source of the excessive noise shall be suitably insulated or isolated, or a refuge from noise shall be provided if the spaces are required to be manned. Ear protectors shall be provided for personnel required to enter such spaces.

442. Means of manoeuvring and going astern

- a) Sufficient power for going astern shall be provided to secure proper control of the vessel in all normal circumstances.
- b) The ability of the machinery to reverse the direction of thrust of the propeller within sufficient time and so to bring the vessel to rest within a reasonable distance from maximum ahead service speed, shall be demonstrated and recorded.
- c) The stopping times, vessel headings and distances recorded on trials, shall be available onboard for the use of the master or designated personnel.
- d) The effective operation of any supplementary means of stopping or manoeuvring the vessel shall be demonstrated and recorded

443. Steering gear

- a) Every inland vessel of Category 'A' shall be provided with a main steering gear and an auxiliary steering gear and the main steering gear and the auxiliary steering gear shall be so arranged that the failure of one of them will not render the other one inoperative.

Explanation: The auxiliary steering gear shall be capable of being rapidly brought into action

and shall be of adequate strength and of sufficient power to enable the vessel to be steered at navigable speed

- b) Communication devices shall be provided to enable orders to be transmitted from the bridge to any alternative steering position.
- c) Steering systems shall comply with the following requirements:
 - (i) for manually controlled steering systems, a single turn of the wheel shall correspond to a rudder angle of at least 3°;
 - (ii) for powered steering systems, when the rudder is at maximum immersion, it shall be possible to achieve an average angular velocity of 4°/s over the rudder's entire turning range.

This requirement shall also be checked, with the vessel at full speed, for moving the rudder over a range from 35° port to 35° starboard. In addition, it shall be checked whether the rudder keeps the position of the maximum angle at maximum propulsion power. For other types of steering systems, these requirements are to be correspondingly applied.

444. Engineers' alarm

- a) In case of vessels with periodically unattended engine rooms, an engineers alarm shall be operated from the engine control room or at the manoeuvring platform as appropriate, and shall be clearly audible in the engineers accommodation.
- b) For sub-rule (1), the Designated Authority may exempt any vessel of less than 1000 GT and carrying less than hundred passengers from this requirement if it considers that such an alarm is not necessary taking into account the proximity of the engine control room/station to the engineers' accommodation.

445. Means for stopping machinery, shutting off flammable oil supply pipes, pumps and closing of openings

- a) Means shall be provided -
 - (i) for stopping ventilating fans serving machinery and accommodation spaces;
 - (ii) for closing all doorways, ventilators, and other openings to such spaces; and
 - (iii) to permit the release of smoke from machinery spaces.
- b) Means provided under sub-rule (1) above shall be capable of being operated from positions outside the spaces and which would not be made inaccessible by a fire within such spaces.
- c) Means shall be provided for shutting off fuel, lubricating oil, hydraulic oil supplies, and associated pumps and shall be readily accessible, situated outside the machinery space and shall be clearly labelled.
- d) The means of stopping machinery, shutting off flammable oil supply pipes, pumps and closing of openings, for other types of propulsion shall be considered.

446. Fuel and associated pipework

- a) Oil fuel lines shall not be located immediately above or near units of high temperature, including boilers, steam pipelines, exhaust manifolds, silencers and as far as practicable, oil fuel lines shall be arranged apart from hot surfaces, electrical installations or other sources of ignition and shall be screened or otherwise suitably protected to avoid oil spray or oil leakage onto the sources of ignition.
- b) Components of a diesel engine fuel system shall be designed considering the maximum peak pressure which shall be experienced in service, including any high-pressure pulses which are generated and transmitted back into the fuel supply and spill lines by the action of fuel line injection pumps and the connections within the fuel supply and spill lines shall be constructed having regard to their ability to prevent pressurised oil fuel leaks while in service and after maintenance.

447. Flexible fuel pipes

- a) Minimum length of flexible hoses may be used where necessary to allow for relative movements and vibration between machinery and fixed piping systems and the hoses and any couplings shall be suitable for the intended purpose.
- b) Documentary evidence shall be provided to show that the pipework complies with the relevant standards.
- c) Flexible fuel pipework shall be installed in accordance with the manufacturer's instruction and correctly supported. The pipework shall be provided with sufficient free movement to accommodate vibration and to avoid contact with any structure and where protective sleeves are fitted, the sleeve shall extend beyond the length of the pipe, with appropriate leak proof end connections.
- d) Flexible fuel pipework shall be renewed according to the pipe manufacturer's instructions and records of the most recent pipe renewal shall be kept onboard and ashore.

448. Electrical equipment and Installations

Electrical equipment and installations of all mechanically propelled inland vessels shall comply with the relevant electrical standards of the Classification Society or other National or International Standards which provide an equivalent level of safety; and the standards.

- a) included in these rules specify minimum requirements that shall be satisfied, and they are not an alternative to comply with the Classification Society's requirements.
- b) The electrical equipment and installations (including any electrical means of propulsion) shall be such that the vessel and all persons on board are protected against electrical hazards.
- c) The electrical equipment and installations shall be maintained to ensure the vessel is in an operational and habitable condition.
- d) The main source of electrical power shall be capable of illuminating any part of the vessel normally accessible to and used by the passengers or crew.
- e) Electrical services essential for safety shall be ensured under various emergency conditions
- f) All exposed metal parts of electrical machines or equipment which are not intended to be live but which are liable under fault conditions to become live shall be earthed unless the machines or equipment are:
 - (i) supplied at a voltage not exceeding 55 V direct current or 55 V root mean square between conductors. Auto- transformers shall not be used for the purpose of achieving this voltage, or
 - (ii) supplied at a voltage not exceeding 250 V by safety isolating transformers supplying only consuming device, or
 - (iii) constructed in accordance with the principle of double insulation.
- g) Electrical circuits shall be provided with adequate protection against short circuit and overload.
- h) Accumulator batteries shall be suitably housed, and compartments used primarily for their storage shall be properly constructed and efficiently ventilated and they shall not be stored in sleeping quarters.
- i) No electrical equipment shall be installed in any space where flammable mixtures are liable to collect including those on board tankers or barges carrying flammable liquids in bulk or in compartments assigned primarily to accumulator batteries, in paint lockers, acetylene stores or similar spaces, unless the Designated Authority is satisfied that such equipment is—
 - (i) essential for operational purposes;
 - (ii) of a type which will not ignite the mixture concerned;
 - (iii) appropriate to the space concerned; and
 - (iv) appropriately certified for safe usage in the dusts, vapours or gases likely to be encountered.
- j) Lightning conductors shall be installed on masts and mastheads constructed with non-conducting materials. If the vessel is constructed with non-conducting materials, the lightning

conductors shall be connected to copper plates fitted to the vessel's hull and running well below the water line.

449. Electrical Cables

- a) All electric cables and external wiring to the equipment shall be at least of flame-retardant type.
- b) Cables and wiring which is serving essential or emergency power, lighting, internal communications or signals shall be routed clear of galleys, laundries, machinery spaces and their housings and other high fire risk areas.
- c) Where cables which are installed in hazardous areas introduce the risk of fire or explosion in the event of an electrical fault in such areas, special precautions against such risks shall be taken such as are considered necessary by the classification society.
- d) Cables and wiring shall be installed and supported in such a manner as to avoid chafing or other damage.
- e) Terminations and joints in all conductors shall be so made as to retain the original electrical, mechanical, flame-retarding and, where necessary, fire-resisting properties of the cable.

450. Stores, spare Gear and Tools

Every inland vessel shall be provided with stores, spare gear and tools as may be necessary and sufficient for the intended service of the vessel.

451. Application of Special Provisions

All inland vessels shall comply with the special regulations for specific types of vessels provided in Rule 64 to Rule 110.

452. Application and stability rules

- a) The requirements under this rule shall apply to decked Category A passenger vessels, which carries more than 50 passengers and these provisions shall be applied to vessels of category B and category 'C', in so far as they are considered reasonable and practicable, by the Designated Authority. Alternatively, vessels of Category 'B' may comply with the requirements of ISO 12217-1 and vessels of Category C of less than 6 metres in length may comply with the requirements of ISO 12217-3 for stability and buoyancy.
- b) The intact stability shall be proven for the following standard loading conditions—
 - (i) at the start of the voyage: 100 % passengers, 98 % fuel and fresh water, 10 % waste water;
 - (ii) during the voyage: 100 % passengers, 50 % fuel and fresh water, 50 % waste water;
 - (iii) at the end of the voyage: 100 % passengers, 10 % fuel and fresh water, 98 % waste water;
 - (iv) unladen vessel: no passengers, 10 % fuel and fresh water, no waste water.

Explanation: For all standard loading conditions, the ballast tanks shall be considered as either empty or full in accordance with normal operational conditions.

- c) In addition, the requirements of clause (d) of sub-rule (5) of this rule are to be proved for the loading condition involving 100% Passengers, 50% fuel and fresh water, 50% waste water, all other liquid (including ballast) tanks are considered filled to 50%.
- d) Stability calculations for additional loading conditions may need to be submitted, in case it is necessary to verify the safety of the vessel.
- e) The proof of adequate intact stability by means of a calculation is to be produced using the following definitions for the intact stability and for the standard loading conditions mentioned in sub-rule (2) and sub-rule (3) of this Rule.:
 - (i) the maximum righting lever h_{max} is to occur at a heeling angle of $\varphi_{max} \geq (\varphi_{mom} + 3^\circ)$ and is not to be less than 0.2 [m]. However, in case $\varphi_f < \varphi_{max}$ the righting lever at the downflooding angle φ_f is not to be less than 0.2 [m];
 - (ii) the downflooding angle φ_f is not to be less than $(\varphi_{mom} + 3^\circ)$;
 - (iii) the area A under the curve of the righting levers is to, depending on the position of φ_f

and ϕ_{max} , reach at least the following values:

Intact Stability Criteria			
Case			Area
1	$\phi_{max} \leq 15^\circ$ or $\phi_f \leq 15^\circ$		0.05 [m.rad] up to the smaller of the angles ϕ_{max} or ϕ_f
2	$15^\circ < \phi_{max} < 30^\circ$	$\phi_{max} \leq \phi_f$	$0.035 + 0.001 (30 - \phi_{max})$ [m.rad] up to the angle ϕ_{max}
3	$15^\circ < \phi_f < 30^\circ$	$\phi_{max} > \phi_f$	$0.035 + 0.001 (30 - \phi_f)$ [m.rad] up to the angle ϕ_f
4	$\phi_{max} \geq 30^\circ$ and $\phi_f \geq 15^\circ$		0.035 [m.rad] up to the angle $\phi = 30^\circ$

Explanation.—Where,

h_{max} : is the maximum lever ϕ : the heeling angle;

ϕ_f : the down flooding angle, that is the heeling angle, at which openings in the hull, in the superstructure or deckhouses which cannot be closed so as to be weather tight , submerge;

ϕ_{mom} : the maximum heeling angle according to e);

ϕ_{max} : the heeling angle at which the maximum righting lever occurs; A : the area under the curve of the righting levers;

- (iv) the initial metacentric height, GMo , corrected by the free surface effect in liquid tanks, is not to be less than 0.15 [m];
- (v) in each of the following two cases the heeling angle ϕ_{mom} is not to exceed 12° :
 - in application of the heeling moment due to persons and wind according to Rules 65 and 66 ;
 - in application of the heeling moment due to persons and turning according to Rules 65 and 67 ;
- f) for a heeling moment resulting from moments due to persons, wind and turning according to Rules 65, 66 and 67 , the residual freeboard is to be not less than 0.2 [m];
- g) for vessels with windows or other openings in the hull located below the bulkhead decks and not closed watertight, the residual safety clearance is to be at least 0.1 [m] on the application of the three heeling moments resulting from (f) above.

453. Heeling moment due to accumulation of persons

- a) The heeling moment M_p [kN-m], caused by accumulation of persons on one side of the vessel, is the sum of individual heeling moments on various decks occupied by passengers, and, is to be calculated according to the following formula:

$$(i) \quad M_p = g P y = g \sum P_i y_i \text{ [kNm]}$$

Explanation 1.—

P = total mass of persons on board in [t], calculated by adding up the maximum permitted number of passengers and the maximum number of shipboard personnel and crew under normal operating conditions, assuming an average mass per person of 0.075 [t]

y = lateral distance of center of gravity of total mass of persons P from centre line in [m]

g = acceleration of gravity ($g = 9.81 \text{ [m/s}^2\text{]}$)

P_i = mass of persons accumulated on area A_i ;

$$(ii) P_i = n_i 0.075 A_i [t]$$

Explanation 2.—Where,

A_i = area occupied by the persons in $[m^2]$ n_i = number of persons per square meter:

$n_i = 3.75$ for free deck areas; for deck areas with fixed seating furniture such as benched, n_i is to be calculated by assuming as area of 0.5 $[m]$ in width and 0.75 $[m]$ in seat depth per person.

y_i = lateral distance of geometrical centre of area A_i from centre line in $[m]$

- b) The calculation is to be carried out for accumulation of persons both to starboard and to the port.
- c) The distribution of persons shall correspond to the most unfavourable one from the point of view of stability and cabins are to be assumed unoccupied for the calculation of the persons' moment.
- d) For the calculation of the loading cases, the centre of gravity of a person is to be taken as 1 $[m]$ above the lowest point of the deck at 0.5 L_{wl} , ignoring any deck curvature and assuming a mass of 0.075 $[t]$ per person.
- e) A detailed calculation and plan of deck areas which are occupied by persons may be dispensed with, if the value of y is considered as 0.45 of the breadth.

454. Heeling moment due to Wind

- a) The heeling moment due to wind pressure M_w is to be calculated as follows:

$$M_w = p_w A_w \left(L_w + \frac{T}{2} \right) [kNm]$$

Explanation:

Where:

$p_w = 0.25 [kN/m^2]$;

A_w = lateral plane of the vessel above the plane of draught according to the considered loading condition in $[m^2]$;

L_w = distance of the centre of gravity of the lateral plane A_w from the plane of draught according to the considered loading condition in $[m]$.

- b) In calculating the lateral plane, account is to be taken of the intended enclosure of the deck by awnings and similar mobile installations.

455. Heeling moment due to turning

- a) The moment due to centrifugal force M_{dr} , caused by the turning of the vessel, is to be calculated as follows:

$$M_{dr} = c_{dr} C_B v^2 \frac{D}{L_{WL}} \left(KG - \frac{T}{2} \right) [kNm]$$

Explanation.— Where,

C_{dr} = a coefficient of 0.045;

C_B = block coefficient (if not known, taken as 1.0);

v = maximum speed of the vessel in $[m/s]$;

KG = distance between the centre of gravity and the keel line in $[m]$.

- b) For passenger vessels with rudder-propeller, water-jet, cycloidal-propeller and bow-thruster propulsion systems, M_{dr} is to be derived from full-scale or model tests or else from corresponding calculations.

456. Damage stability

- a) It is to be proved by calculation that the damage stability of the vessel is appropriate and the calculation of the final stage of flooding shall be based on the method of “lost buoyancy” and the interim states of flooding should be calculated on the basis of the method of “added mass”.

Explanation.— All calculations are to be carried out free to trim and sinkage.

- b) Buoyancy of the vessel in the event of flooding is to be proven for the standard loading conditions specified in sub-rule (2) of rule 64 and accordingly, mathematical proof of sufficient stability is to be determined for the three intermediate stages of flooding (25, 50 and 75 % of flood build-up) and for the final stage of flooding.
- c) Passenger vessels are to comply with the one-compartment status and the two-compartment status. The following assumptions concerning the extent of damage are to be taken into account in the event of flooding—

Extent of damage		
	1-Compartment Status	2-Compartment Status ²
Dimension of the side damage		
Longitudinal l [m]	0.10 L _{WL} , however not less than 4[m] ³	0.05 L _{WL} , however not less than 2.25 [m]
Transverse b [m]	B/5	0.59
Vertical h [m]	From vessel bottom to top without delimitation	
Dimension of the bottom damage		
Longitudinal l [m]	0.10 L _{WL} , however not less than 4[m] ³	0.05 L _{WL} , however not less than 2.25 [m]
Transverse b [m]	B/5	
Vertical h [m]	0.59; pipework are to be deemed intact ¹	
- Where a pipework system has no open outlet in a compartment, the pipework shall be regarded as intact in the event of this compartment being damaged, if it runs within the safe area and is more than 0.50 [m] off the bottom of the vessel. - Passenger vessels with a length <i>L</i> of not more than 45 [m] and authorized to carry up to a maximum of 250 passengers do not need to have 2 compartment status. - For vessels less than 24 m in length, this value may be taken as“0.10 L_{WL}”		

- (i) For 1-compartment status the bulkheads can be assumed to be intact if the distance between two adjacent bulkheads is greater than the damage length and longitudinal bulkheads at a distance of less than $B/3$ to the hull, measured perpendicular to the centre line from the shell plating at the maximum draft are not to be taken into account for calculation purposes.

Explanation: A bulkhead recess in a transverse bulkhead that is longer than 2.5 [m], is

considered a longitudinal bulkhead.

- (ii) For 2-compartment status each bulkhead within the extent of damage will be assumed to be damaged and this means that the position of the bulkheads is to be selected in such a way as to ensure that the passenger vessel remains buoyant after flooding of two or more adjacent compartments in the longitudinal direction.
- (iii) The lowest point of every non-watertight opening (e.g. doors, windows, access hatchways) is to lie at least 0.1[m] above the damaged waterline and the bulkhead deck is not to be immersed in the final stage of flooding.
- (iv) Permeability is assumed to be 95 %. If it is proven by a calculation that the average permeability of any compartment is less than 95 %, the calculated value can be used instead. The values to be adopted are not to be less than those indicated in the following Table:

Permeability Values	
Lounges	95%
Engine and boiler room	85%
Luggage and store room	75%
Double bottoms, fuel bunkers, ballast and other tanks, depending on whether, according to their intended purpose, they are to be assumed to be full or empty for the vessel floating at the plane of maximum draught	0% or 95%

- (v) If damage of a smaller dimension than specified above produces more detrimental effects with respect to heeling or loss of metacentric height, such damage is to be taken into account for calculation purposes.
- d) For all intermediate stages of flooding referred to in 12.3.2, the following criteria shall be met:
 - (i) The heeling angle ϕ at the equilibrium position of the intermediate stage in question is to not exceed 15°.
 - (ii) Beyond the heel in the equilibrium position of the intermediate stage in question, the positive part of the righting lever curve is to display a righting lever value of $GZ \geq 0.02$ [m] before the first unprotected opening becomes immersed or a heeling angle ϕ of 25° is reached.
 - (ii) Non-watertight openings are not to be immersed before the heel in the equilibrium position of the intermediate stage in question has been reached.
 - (iii) The calculation of the free surface effect in all intermediate stages of flooding is to be based on the gross surface area of the damaged compartments.
- e) During the final stage of flooding, the following criteria are to be met taking into account the heeling moment in accordance with Rule 65:
 - (i) The heeling angle ϕ_E is to not exceed 10°.
 - (ii) Beyond the equilibrium position the positive part of the righting lever curve is to display a righting lever value of $GZR \geq 0.02$ [m] with an area $A \geq 0.0025$ [m · rad] and these minimum values for stability are to be met until the immersion of the first unprotected opening or in any case before reaching a heeling angle of 25°.
 - (iii) Non-watertight openings are not to be immersed before the equilibrium position has been reached and if such openings are immersed before this point, the rooms affording access are deemed to be flooded for damage stability calculation purposes.
 - (iv) The shut-off devices which are to be able to be closed watertight are to be marked accordingly.

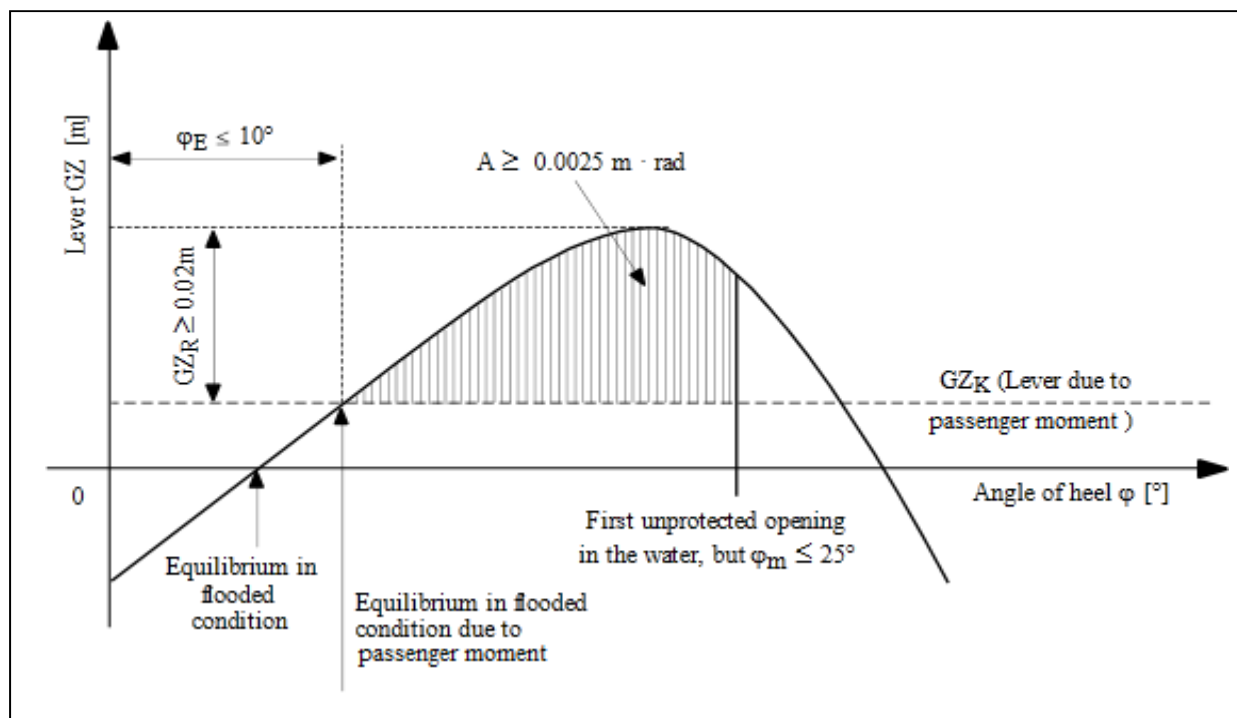


Figure Damage Stability

- f) Passenger vessels authorised to carry up to a maximum of 50 passengers and with a length of not more than 25 [m] are to prove adequate stability after damage according to (1) to (5) or, as an alternative, prove that they comply with the following criteria after symmetrical flooding of the entire vessel—
- The immersion of the vessel is not to exceed the margin line (Notional line drawn on the shell 100 [mm] below the top of the bulkhead deck at side. Where, in a part of the ship, the bulkhead deck is stepped below or not fitted, the margin line is to be drawn 100 [mm] below the level upto which both the transverse bulkheads and side shell are watertight) and
 - the residual metacentric height GMR is not to be less than 0.10 [m].

The necessary residual buoyancy is to be assured through the appropriate choice of material used for the construction of the hull or by means of highly cellular foam floats, solidly attached to the hull. In the case of vessels with a length of more than 15 [m], residual buoyancy can be ensured by a combination of floats and subdivision complying with the 1-compartment status.

457. Cross flooding arrangements

- If cross-flood openings to reduce asymmetrical flooding are provided, they are to meet the following conditions:
 - for the calculation of cross-flooding, IMO Resolution MSC.245(83) is to be applied;
 - they are to be self-activating;
 - they are not to be equipped with shut-off devices;
 - the total time allowed for compensation is not to exceed 15 minutes.

458. Watertight integrity

- Watertight doors in bulkheads which normally remain open are to be fitted with local controls on either side of the bulkhead and remote control in an accessible place above the bulkhead deck and the following requirements are also to be complied with:
 - The remote control is to be fitted with an indicator showing whether the door is open or closed.
 - In addition, indicators are to be fitted in the wheelhouse, showing whether these doors

- are open or closed.
- (iii) An automatic audible alarm is to be fitted at the door, sounding during the closing of the door.
- (iv) The operation of watertight doors and automatic alarms is to be possible independent from the vessel's normal electrical system.
- (v) The closing time of the doors is to be not less than 30 seconds and not more than 60 seconds.
- b) Watertight doors, which are not remotely operated are permitted, only in those spaces which are not accessible to passengers. Such doors are to be kept closed and may only be opened for passage and are to be closed again immediately.
- c) All watertight doors with their local and remote controls as well as alarm arrangements are to be located inboard of the assumed transverse extent of damage.
- d) Piping systems and ventilation ducts with open ends are to be so arranged that flooding of the compartment under consideration will not result in the flooding of any other space or tank.
- e) Where several compartments are in open connection through pipe lines or ventilation ducts, the pipes and ducts are to be led through the watertight bulkheads, above the water line in the most unfavourable conditions of flooding. Where this is not possible, valves which are remotely controlled from above the bulkhead deck are to be fitted at the watertight bulkheads.
- f) When a pipe system has no open end in a compartment, this pipe line will be considered undamaged in the case of flooding of that compartment provided it is situated inboard of the assumed transverse extent of damage and 0.5 [m] above the vessels bottom.
- g) Cables which are to pass through watertight bulkheads are to be so arranged that the watertight integrity of the bulkheads is not impaired.
- h) All watertight port lights to be fitted below the damaged waterline are to be of the non-opening type and of adequate strength and fitted with deadlights. No window is to be fitted below the damaged waterline.

459. Emergency power

- a) Every inland passenger vessel shall be provided with an emergency power supply for the following whererequired by these rules.
 - (i) navigation lights;
 - (ii) audible warning devices;
 - (iii) emergency lighting;
 - (iv) fixed VHF installations;
 - (v) alarm and public address systems;
 - (vi) searchlights;
 - (vii) fire alarm system;
 - (viii) other safety equipment such as automatic pressurised sprinkler systems or fire pumps;
 - (ix) emergency bilge pumping systems;
 - (x) electronically powered signage where fitted; and
 - (xi) survival craft launching system, where appropriate.
- b) The following are admissible for use as an emergency power source—
 - (i) auxiliary generator sets with their own independent fuel supply and independent cooling system which, in the event of a power failure, start and take over the supply of power within 45 seconds automatically or, if they are located in the immediate vicinity of the wheelhouse or any other location permanently manned by crew members, can be brought into operation within 45 seconds; or
 - (ii) accumulator batteries, which, in the event of a power failure, connect automatically or, if they are located in the immediate vicinity of the wheelhouse or any other location permanently manned by crew members, can be connected manually. They shall be capable of powering the items listed in sub-rule (1) above, without recharging and

- without an unacceptable voltage reduction throughout the projected operating period.
- (iii) The projected operating period for the emergency power supply shall not be less than 60 minutes.
- c) In the case of vessels of length 24 m and above, the emergency power source and any associated switchboard plant shall be in a separate space to the main power supply and cables feeding the electrical installations in the event of an emergency shall be installed and routed in such a way as to maintain the continuity of supply of these installations in the event of fire or flooding; and such cables shall never be routed through the main engine room, galleys or space where the main power source and connected equipment is installed, except where necessary to provide emergency equipment in such areas.

Explanation.—:

The emergency power source shall be installed above the line of the bulkhead deck of subdivided vessels and as high as possible in open vessels.

- d) For the following rooms and locations, emergency lighting shall be provided:
- (i) locations where life-saving equipment is stored and where such equipment is normally prepared for use;
 - (ii) escape routes, access for passengers, including gangways, entrances and exits, connecting corridors, lifts and accommodation areas companionways, cabin areas and accommodation areas;
 - (iii) markings on the escape routes and emergency exits;
 - (iv) in other areas intended for use by persons with reduced mobility;
 - (v) operation rooms, engine rooms, steering equipment rooms and their exits;
 - (vi) wheelhouse;
 - (vii) spaces containing the emergency power supply source other than battery lockers;
 - (viii) points at which extinguishers and fire extinguishing equipment controls are located; and (i) areas in which passengers, shipboard personnel and crew muster in the event of danger.

460. General rules

- a) These rules apply to vessels which are intended to carry the following liquid cargoes having flash point above 60 degree Celsius;
- (i) Non-petroleum, non-hazardous liquid cargoes having flash point of above 60 degrees Celsius;
 - (ii) Petroleum products having flash point of above 60 degrees Celsius;
 - (iii) Vegetable oils of the following types—
 - Castor oil;
 - Coconut oil;
 - Corn oil;
 - Cotton seed oil;
 - Groundnut oil;
 - Illipe oil;
 - Linseed oil;
 - Mango kernel oil;
 - Palm kernel oil;
 - Palm kernel olein;
 - Palm mid fraction;
 - Palm oil;
 - Palmolein;
 - Palm stearin;
 - Rapeseed oil;
 - Rice bran oil;

- Safflower oil;
- Soyabean oil;
- Sunflower seed oil;
- Tallow; and
- Tung oil.

Tankers carrying liquid cargoes with a flashpoint below 60 degrees will be specially considered by the Designated Authority and such vessels shall as a minimum meet the requirements of a classification society which is a member of International Association of Classification Societies (IACS).

461. Configuration of cargo tanks, longitudinal bulkheads

- a) Where the cargo tank breadth exceeds 0.7B, cargo tanks are normally to be provided with centre longitudinal bulkheads and where the tank breadth is greater than the 0.7B and centre longitudinal bulkheads are not fitted, proof of sufficient stability need to be documented.
- b) Tankers carrying petroleum oils and vegetable oils are to be provided with a double bottom having height a minimum height of 500 mm.
- c) For tankers carrying petroleum oils and vegetable oils, wing tanks of minimum width 600 mm shall be provided on the sides of the cargo area and wing tanks or spaces shall extend either for the full depth of the vessel's side or from the top of the double bottom to the uppermost deck, disregarding a rounded gunwale where fitted.
- d) Cargo tanks are to be fitted with a visual and audible high level alarm which indicates when the liquid level in the cargo tank approaches the normal full condition. The alarm is to be capable of being tested prior to loading.

462. Hull Scantlings, strength

Hull scantlings and strength of tankers shall comply with the requirements of the classification society's Rules, for the intended service of the vessel.

463. Thermal stresses

- a) When liquids carried in tanks require heating and the temperature is more than 90 degree Celsius, calculations of thermal stresses are required.
- b) The calculations are to give the resultant stresses in the hull structure based on a water temperature of 5°C and an air temperature of 10°C

464. Access and Ventilation

All cargo zone areas are well ventilated and accessible for surveys and maintenance.

465. Damage Stability

- a) For vessels with independent cargo tanks and for double hull constructions with cargo tanks integrated in the frames of the vessel, the following assumptions are to be taken into consideration for the damaged condition;

(i) extent of side damage:

Longitudinal extent :	At least 0.10 LOA, but not less than 5 [m]
Transverse extent:	0.59 [m] inboard from the vessel's side at right angles to the centerline at the level corresponding to the maximum draught , or when applicable, the distance allowed by 5.4.3.1.2, reduced by 0.01[m]
Vertical extent :	From the base line upwards without limit

(ii) extent of bottom damage:

Longitudinal extent:	At least 0.10 LOA, but not less than 5 [m]
Transverse extent:	3 [m]
Vertical extent:	From the base 0.49[m] upwards, the sump excepted

(iii) Any bulkhead within the damaged area is to be assumed damaged, which means that the location of bulkheads is to be chosen to ensure that the vessel remains afloat after the flooding of two or more adjacent compartments in the longitudinal direction.

b) The following regulations shall be applicable:

- (i) For bottom damage, adjacent athwartship compartments are also to be assumed flooded;
- (ii) the lower edge of any non-watertight opening (e.g. windows, doors and access hatchways), at the final stage of flooding, is to be not less than 0.10 [m] above the damage waterline; and
- (iii) permeability is to be assumed to be 95%. Where an average permeability of less than 95% is calculated for any compartment, this calculated value obtained may be used. However, minimum values of permeability, μ , given in Table 3 are to be used. For the main engine room, only the one-compartment standard need be taken into account, i.e. the end bulkheads of the engine room are to be assumed as not damaged.

Engine Room	85%
Accommodation	95%
Double Bottom, Oil Fuel Tanks, Ballast Tanks etc. depending on whether according to their function they have to be assumed as full or empty for vessel floating at the maximum permissible draft	0% or 95%

c) For the intermediate stage of flooding the following criteria have to be fulfilled—

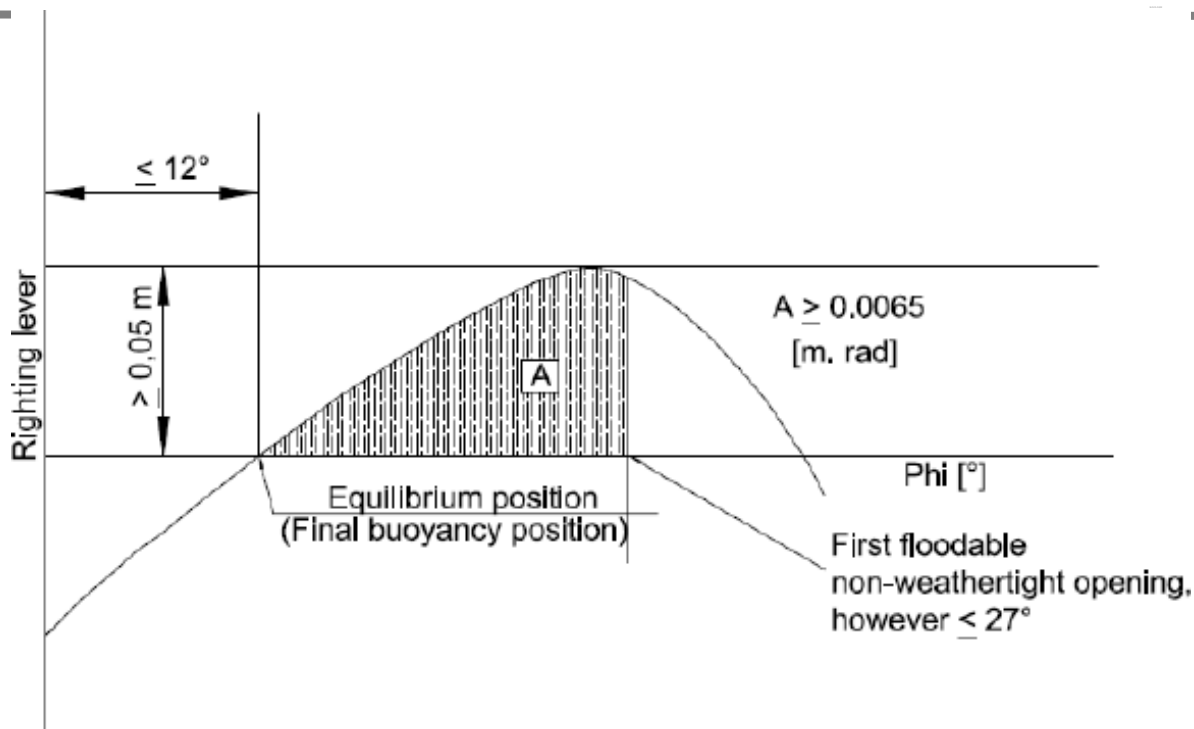
- (i) $GZ \geq 0.03[m]$
- (ii) Range of positive GZ: 5°

d) At the stage of equilibrium (in the final stage of flooding), the angle of heel is not to exceed 12° and non- watertight openings are not to be flooded before reaching the stage of equilibrium; and if such openings are immersed before the stage of equilibrium, the corresponding spaces are to be considered flooded for the purpose of stability calculation.

e) The positive range of the righting lever curve beyond the stage of equilibrium is to have a righting lever of $\geq 0.05[m]$ in association with an area under the curve of $\geq 0.0065 [m.rad]$ and the minimum values of stability are to be satisfied up to immersion of the first non-weathertight openings and in any event up to an angle of heel $\leq 27^\circ$.

Explanation:

If non-watertight openings are immersed before that stage, the corresponding spaces are to be considered flooded for the purpose of stability calculation.



- f) If openings through which undamaged compartments may additionally become flooded are capable of being closed watertight, the closing appliances are to be marked accordingly.
- g) Where cross- or down-flooding openings are provided for reduction of unsymmetrical flooding, the time of equalization is not to exceed 15 min, provided during the intermediate stages of flooding sufficient stability has been proved.

466. Cargo pump rooms

Separate pump rooms are not required for cargo pumps. But, if provided, they shall have direct access from open deck and be adequately ventilated to prevent accumulation of oil vapour.

467. Piping systems for bilge, ballast, oil fuel etc

- a) Cofferdams and void spaces located within the cargo area and not intended to be filled with water ballast are to be fitted with suitable means of drainage.
- b) Ballast piping is not to pass through cargo tanks as far as possible and is not to be connected to cargo oil piping and facilities may, however, be made for emergency discharge of water ballast by means of a portable spool connection to a cargo oil pump and where this is arranged, a non-return valve is to be fitted in the ballast suction to the cargo oil pump.
- c) For the purpose of sub-rule (2), the portable spool piece is to be mounted in a conspicuous position in the pump room and a permanent notice restricting its use is to be prominently displayed adjacent to it and the shut-off valves shall be provided to shut-off the cargo and ballast lines before the spool piece is removed.

468. Separation of fuel oil and cargo systems

The system of storage, transfer, combustion and air pipes for fuel oil for vessel's use shall be entirely separate from system of loading, un-loading and air pipes for cargo oil. Cargo pumping and piping systems shall comply with the requirements of a Classification society which is a member of International Association of Classification Societies (IACS).

469. Special Requirements for vessels carrying vegetable oil

- a) Vessels carrying vegetable oils are to comply with the requirements of the classification society for this vessel type.
- b) The entire cargo length shall be protected by ballast tanks or spaces other than that for carrying oil as follows—
 - (i) Wing tanks or spaces shall be arranged such that cargo tanks are located inboard of the

- moulded line of the side shell plating nowhere less than 600 mm; and
- (ii) Double bottom tanks or spaces shall be arranged such that the distance between the bottom of the cargo tanks and the moulded line of the bottom shell plating is not less than 500 mm.

470. Special provisions for vessels carrying dangerous goods

Inland vessels carrying dangerous goods shall, comply with the requirements of the Rules of a Classification Society, who is a member of International Association of Classification Societies (IACS), as applicable to such vessels.

471. Pushed Convoys

- a) Craft intended to be propelled in convoys shall be equipped with coupling devices, bollards or equivalent devices which, as a result of their number and arrangement, ensure a safe connection to other craft in the convoy.
- b) The requirements of this sub-rule shall not apply to crafts solely giving pushing assistance to crafts for berthing.
- c) Category A vessels, which are engaged in towing or pushing operations shall, in addition to these rules, shall comply with the detailed rule requirements of the Classification Society for these type of vessels.

472. Craft suitable for pushing

- a) Craft which are to be used for pushing purposes shall incorporate a suitable pushing device and they shall be designed and equipped in such a way as to prevent relative movement between the crafts themselves.
- b) If the craft are joined together with cables the pusher craft shall be equipped with at least two special winches or equivalent coupling devices for tensioning the cables.
- c) The coupling devices shall enable a rigid assembly to be formed with the pushed craft. Where convoys consist of a pusher craft and a single pushed craft the coupling devices may permit controlled articulation and the necessary drive units shall easily absorb the forces to be transmitted and shall be capable of being controlled easily and safely.
- d) The collision bulkhead referred to in Part A of these rules shall be dispensed with for vessels being used dedicatedly as pusher crafts.

473. Craft suitable for being pushed

- a) If steering systems, accommodation, engine or boiler rooms are present the relevant requirements of these rules shall apply to them.
- b) The pushed craft shall comply with the collision bulkhead requirements of Part A of these rules;
- c) Craft intended for being pushed shall be fitted with coupling devices ensuring a safe connection to other craft.

474. Craft suitable for operating in towed convoys

Craft intended for towing shall meet the following requirements—

- a) The towing devices shall be arranged in such a way that their use does not compromise the safety of the craft, crew or cargo.
- b) Tugging and towing craft shall be fitted with a tow hook which shall be capable of being released safely from the wheelhouse; this shall not apply if the design or other fittings prevent capsizing.
- c) Towing devices shall consist of winches or a tow hook. The towing devices shall be located ahead of the propeller plane. This requirement shall not apply to craft that are steered by their propulsion units such as rudder propellers or cycloidal propellers.
- d) For craft solely giving to wing assistance to motorised craft for berthing, a towing device such as a bollard or an equivalent device shall suffice.
- e) Where the towing cables could snag on the stern of the vessel, deflector hoops with cable

catchers shall be provided.

475. Craft suitable for propelling side-by-side formations

The requirements for crafts propelled in a side by side formation shall be specially considered by the vessel on case to case basis.

476. Navigation tests on convoys

Navigability and manoeuvrability shall be checked by means of navigation tests and in order to authorise a pusher or motor vessel to propel a rigid convoy, and to enter this on the Certificate of Survey, the designated authority shall decide which formations are to be presented and shall conduct navigation tests with the convoy in the formations applied for, which the Designated Authority body regards to be the least favourable ones.

- a) For the purposes of sub-rule (1), the Designated Authority shall check that the rigid connection of all craft in the convoy is maintained during the manoeuvres.

477. Applicability

The provisions of this rules shall apply to inland vessels carrying deck cargoes.

478. Stability

- a) Stability documents shall provide the master with comprehensible information on,
 - (i) Vessel stability for each loading condition. Stability documents shall additionally include a template for calculation of the vessels LCG and KG based on the weights and configuration of cargo loaded on deck.,
 - (ii) permissible heights for the centre of gravity of the deck cargo, at which all stability requirements for the craft are satisfied;
- b) The master is to be additionally provided with details regarding the securing arrangements for cargoes, commensurate for the area of operation of the vessel and the strength of such securing arrangements shall be in accordance with the classification society's requirements.

479. General rules

- a) High-speed vessels shall not be constructed as cabin vessels with sleeping accommodation for passengers.
- b) High-speed vessels shall be constructed and maintained under the supervision and in accordance with the applicable rules of the classification society which has special rules for high-speed vessels and as applicable to inland vessels.

480. Seats and safety belts

Seats shall be available for the maximum number of passengers permitted on board and seats shall be fitted with safety belts.

481. Freeboard

Freeboard of high speed vessels shall be at least 500 mm.

482. Buoyancy, stability and subdivision

For high-speed vessels, sufficient proof shall be provided, by calculations or trials, for—

- a) buoyancy and stability characteristics adequate for safety where the craft is operated in the displacement mode, both when intact and when damaged. The intact and damage stability criteria shall be as applicable to a conventional vessel as per the rules;
- b) stability characteristics and stabilising systems adequate for safety where the craft is operated in the dynamic buoyancy phase and the transition phase; and
- c) stability characteristics adequate for safety where the craft is operated in the dynamic buoyancy phase and the transitional phase, and allow to transfer the craft safely to displacement mode in case of any system malfunction.

483. Wheelhouse

- a) The area of obstructed vision for the helmsman in a seated position ahead of the vessel shall not exceed two vessel lengths, irrespective of the loading conditions.
- b) The sum of the blind sector arcs from dead ahead to 22.5° abaft the beam, on either side, shall not exceed 20° and each individual blind sector shall not exceed 5°. The sector of visibility between two blind sectors shall not be less than 10°.

484. Windows

Reflections shall be avoided and a means for avoiding dazzle by sunlight shall be provided.

485. Surface materials

The use of reflective surface materials in the wheelhouse shall be avoided.

486. Enclosed areas

- a) Public rooms and accommodation and the equipment they contain shall be designed so that any person making proper use of those facilities shall not suffer injury during a normal and emergency start or stop, or during manoeuvring in normal cruise and in failure or malfunction conditions.
- b) For the purpose of informing passengers of safety measures, all passenger vessels shall be fitted with optic and acoustic installations visible and audible to everyone on board.
- c) The installations described under (a) shall enable the master to give instructions to passengers.
- d) Every passenger shall have access to instructions for emergency situations close to their seat, including a plan of the vessel showing all exits, escape routes, emergency equipment, life-saving equipment and instructions for the use of life jackets.

487. Exits and escape routes

- a) Exits and escape routes shall satisfy the following requirements—
 - (i) There shall be easy, safe and quick access from the steering position to rooms and accommodation accessible to the public.
 - (ii) Escape routes leading to emergency exits shall be clearly and permanently marked.
 - (iii) All exits shall be properly marked. The operation of the opening mechanism shall be obvious from the outside and the inside.
 - (iv) The escape routes and emergency exits shall have a suitable safety guidance system.
 - (v) Sufficient space for a member of the crew shall be left next to exits.

488. Application

- a) The requirements of this rule shall apply to mechanically propelled inland vessels which are equipped to ferry passengers and vehicles on open decks.
- b) Vessels which carry vehicles in spaces other than open decks shall be specially considered by the Designated authority on a case by case basis
- c) For the purpose of this rule, ‘vehicle’ means an automobile powered by internal combustion engines burning petrol or diesel and the carriage of vehicles powered by electric cells, hydrogen or natural gas shall be specially considered.
- d) These requirements only address the transportation of vehicles with fuel in their tanks for their own propulsion, and do not cover the carriage of vehicles fitted with cargo tanks for the transportation of flammable liquids or dangerous goods.
- e) In addition to the requirements in this rule, all Crafts are to comply with the relevant requirements of the classification society’s Rules.

489. Documentation

The vessel is to carry sufficient documentation onboard to guide the master regarding—

- a) Maximum vehicle loading and number of passengers that the vessel can carry;
- b) Stowage and securing arrangements for vehicles on deck;

- c) Accommodation areas and other areas considered safe for passenger access during voyage;
- d) Safety instructions and fire safety or evacuation or life-saving and other emergency plans;
- e) Operational instructions for vehicle doors and ramps; and
- f) Arrangement of fire detectors and call points unless shown on other drawings.

490. Accommodation arrangements for passengers

Crafts carrying passengers are to be provided with seating or sleeping accommodation, in accordance with Inland Waterways (Crew and Passenger Accommodation) Rules 2022.

491. General Safety Requirements for Crafts equipped for the carriage of vehicles

- a) Vehicle decks shall be structurally separated from the Control stations, passenger Accommodation or seating spaces and evacuation routes as effectively as practical and if the adjacent arrangement of these spaces is permitted, provision shall be made for easy evacuation of the passenger accommodation away from the Vehicle stowage area.
- b) Ramps used for embarkation or disembarkation of passengers to be fitted with suitable portable handrails.
- c) NO SMOKING signs shall be posted at all entries to vehicle stowage area. Such signs are also to be prominently displayed in the vehicle space.
- d) Any equipment which may constitute a source of ignition of flammable vapours shall not be permitted to be stowed close to the vehicle stowage area
- e) Scuppers from vehicle decks shall not be led to machinery or other spaces where sources of ignition may be present.

492. Wheel Loadings and Car Deck Structure

Decks intended to carry vehicles have sufficient strength to withstand the loads that they will be subjected to, in the worst anticipated operating conditions of the craft.

493. Stability

In the calculation of stability, it is to be demonstrated that the vessel has adequate intact stability in the worst anticipated environmental conditions, considering all anticipated stowage arrangement of vehicles.

494. Drainage

Vehicle stowage spaces above bulkhead deck to be fitted with adequate freeing arrangements (scuppers in addition to freeing ports, in areas where the stowage of vehicles may form a temporary well) that shall ensure that the water is rapidly discharged directly overboard.

495. Fire Safety and access to open vehicle decks and escape

In open vehicle decks to which any passengers carried can have access, the number and locations of the means of escape both below and above the bulkhead deck shall provide safe access to the embarkation deck and the parking arrangements for the vehicles shall maintain the escape routes clear at all times.

- a) One of the escape routes from the machinery spaces where the crew is normally employed shall avoid direct access to the vehicle stowage area.

496. Structural Fire Protection

- a) Boundaries between vehicle stowage areas and control stations or machinery spaces shall be of A-60 fire integrity.
- b) Boundaries between vehicle spaces and spaces meant for accommodation, escape, stores, and other cargo spaces shall be insulated to A-30 fire integrity.

497. Fire Fighting

- a) For all vessels with vehicle spaces, fire monitors (water cannons) effectively covering the full area of the weather deck where vehicles are stowed, are to be fitted and these devices may be either manually or remotely operated.
- b) Arrangements shall be made to ensure immediate availability of a supply of water from the fire main at the required pressure either by permanent pressurisation or by suitably placed remote arrangements for the fire pumps.
- c) Adequate freeing arrangements, including scuppers where necessary, shall be fitted so as to ensure that such water is rapidly discharged directly overboard.
- d) The number of nozzles, their size and water pressures shall be in accordance with the classification society's Rules.

498. Portable fire extinguishers

An adequate number of portable fire extinguishers shall be carried onboard commensurate with the size of the vessel and the size of the vehicle stowage area.

CHAPTER XXIII**RULES ON TRADE PERMISSION AND ENDORSEMENT OF CERTIFICATES OF FOREIGN VESSELS**

499. Procedures and Terms. — By virtue of powers conferred under section 82 of the Act and subject to the scope, application and such other terms and conditions agreed between the Central Government with any other country pertaining to permission provided to foreign vessels to be employed for inland navigation in India and waivers and exemptions, if any, provided by the Central Government; the foreign vessel intended to be employed in the inland waters of India shall. —

- a) make an application to such authority as may be authorised under this rule; for the permission to ply within the inland waters of India through the owner or operator or any authorised representative of such owner or operator;
- b) the foreign vessel shall hold certificates equivalent to those specified under Chapters IV, V and VI of the Act;
- c) in case of certificate of survey or equivalent certificate, such foreign vessels shall comply with the requirements in compliance with Chapter IV of the Act and an endorsement regarding compliance shall be specifically be obtained from the designated authorities, in whose jurisdiction such vessels are intended to be employed; and unless specified otherwise by an order or direction, in the event of exclusive employment through National Waterways, similar endorsement to be obtained from the competent authority;
- d) the standards of manning as provided under Chapter VI of the Act and the rules made thereunder shall be complied with by the foreign vessels intended to be employed within the inland waters;
- e) in case, if the foreign vessels intended to be employed falls within the category of ‘special category vessels’, such vessels shall comply with Chapter VII of the Act and the rules made thereunder;
- f) the foreign vessel shall possess certificate equivalent to the certificate for prevention of pollution mandated under Chapter IX of the Act and the rules made thereunder;
- g) shall follow the rules of the road prescribed under the Act; and
- h) such other conditions as may be notified by the Central Government from time to time.

500. Trade permission and endorsement of certificates of foreign vessels.—

- a) No vessel registered in any country other than India shall be permitted to be used or employed for the purposes of, carriage of goods, transportation of passengers, storage units, accommodation, floating units or for such other purposes within the inland waters, unless such vessel has secured prior permission from the Central Government for its use or employment for such purposes and subject to such terms and conditions as may be prescribed in the Inland Vessel Act, 2021.

Provided that, where the Central Government has entered or in the event of that Government entering into bilateral or multilateral treaties pertaining to the inland navigation, whereby the permission is provided to the vessels belonging to foreign countries to ply within inland waters of India, the Central Government or the Andaman and Nicobar Administration, as the case may be, shall impose or apply such vessels belonging to the foreign countries, with the same conditions to the service providers in India.

- b) For the purposes of sub-section (1), any certificate granted by any other foreign country in accordance with the provisions of any law for the time being in force in that country corresponding to the provisions as provided in Chapters IV, V and VI under this Act may, on payment of such fees as may be prescribed in the Inland Vessel Act, 2021, for the grant of a similar certificate or licence under this Act, be endorsed by—
 - (i) any State Government in India; or

- (ii) with the general or special sanction and subject to such other terms and conditions of Andaman and Nicobar Administration, by any authority competent to grant a similar certificate under this Act.
- c) Upon endorsement of any such certificate as provided in sub-section (2), it shall have effect for such period and to such extent as may be prescribed in the Inland Vessel Act, 2021 and shall be treated as if it had been granted under this Act.
- 501. Powers to exempt foreign vessels.**— Subject to section 112 of the Act, the Central Government may provide for exemptions or relaxations to the any class or category of foreign vessels from the requirements of the Act or the rules are made thereunder.
- 502. Issuance of certificate of trade permission.**— The trade permission granted under these rule shall be evidenced by a certificate or such other document, which shall be issued by the respective authorities in compliance with the Act and the rules are made thereunder.
- 503. Pre-requisite compliance with additional terms.** — The permission provided under these rule shall, among others, specify additional terms and conditions such as the requirements of vessel classification; the period and validity of the permission; extend or area within which the foreign vessels are permitted to be used; intended employment or purpose of the vessel; financial undertaking or guarantee requirements and the like; that are to be complied with by the foreign vessel as a condition pre-requisite for issuance of trade permissions.
- 504. Duty to surrender.** — Upon completion of intended employment or purpose of foreign vessels, permitted to ply within the inland waters of India, by virtue of expiry of permission or termination, whichever earlier; the document referring to the permission shall be surrendered or submitted to the authority, which has issued such permission and such authority shall endorse the said document certifying the permission as cancelled.
- 505. Renewal.** — Upon application for renewal of permission being received from the applicants, the respective authorities under these rule may renew the permission for a period of six months.
- 506. Power to refuse permission.** — Notwithstanding anything contained herein, the respective authorities, who have received the application under these rule, may refuse granting permission for foreign vessels and the reasons for such refusal shall be recorded in writing.
- 507. Fees and additional fee.** — The respective authorities under these rule may charge such fees, as may be notified by the Central Government or the State Governments, as the case may be, by an order or direction issued fromtime to time.
- 508. Equal treatment.** —
- a) The terms and conditions, subject to which permissions are given to foreign vessels under rule 55 or renewed under rule 60, shall not be more favourable than those afforded to similar class, type or category of inland vessels, registered, recognised or identified under the Act, which the Indian inland vessels are required to comply with.
- b) The fees, additional fees, charges and penalties, as prescribed under the Act and the rules made thereunder, which are applicable to Indian inland vessels, shall be applicable to foreign vessels permitted to ply within the inland waters of India.

ANNEXURE - I

FORMS

Form No. 1
Form of application for conducting survey of Inland Vessel
[see rule 29]

Date:
Place:

To
The Chief Surveyor/Surveying Authority

At Port

Application for (indicate type) Survey of Inland Vessel

I/We, the authorised persons under the law hereby apply to you to make necessary arrangement for the Initial/Periodical/Dry Docking/ (strike out the not applicable ones) of the Inland Vessel detailed below.

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. Tonnage (i) Registered
5. Type of the vessel : (Passenger/ Passenger-cum-cargo/ Cargo/ Tanker – state type, etc.)
6. Category of the Vessel :
7. Year of Build :
8. Name and address of Builder :
9. Hull Dimensions :
10. Place and date of last survey :
11. Type and British Horse Power (BHP) of main propulsion Machinery :
12. Details of other machineries :
13. Owner's name and address with telephone no. :
14. Agents name and address with telephone no. :
15. Date and time of proposed visit of surveyor :
16. Place of proposed Survey :

Station
Person
Date

Signature of Owner/Master/Authorised

Enclosures:

1. Proof of payment of survey fee and other charges
2. Copy of last Certificate of Survey
3. Copy of Certificate of Registration (if already registered)
4. Document establishing the Authority of Authorised Person (if making request)

Form No. 2
Form of declaration to be issued by the Surveyor[see rule 29]
Declaration of Survey

Ref. No. :

Dated:

This is to certify that I have surveyed the Inland Vessel named_____, Official No. _____, in accordance with the Inland Vessel Act, 2021 and the rules made thereunder.

During the survey, the condition of vessel and its equipment was found, as detailed in the “Record of vessel Equipment and Vessel Information” attached as annexure to this Declaration of Survey.

Based on the details contained in the Record of Vessel Equipment and Vessel Information together with the number and qualification of personnel manning the vessel, the vessel is fit for the service stated in the Certificate of Survey, and worthy of the trade or purpose stated therein.

This declaration of Survey is valid upto sixty days from the date of declaration mentioned above.

Surveyor

Enclosure: Record of Equipment and Vessel Information.

Annexure to Form No. 2
Record of Equipment and vessel Information
[see rule 29]

Name of Vessel	Type of Vessel	Category of Vessel	Number of Passengers	Official Number

Hull Material	Name of the Builder	Place of Build	Date of Build	Means of Propulsion	Total British Horse Power of Main Engine	Date of Engine Manufacture

Length	Breadth	Depth	Gross Registered Tonnage	Net Registered Tonnage

Fire fighting item	Number/Type	Condition	Location
Fire Fighting Plan			
Fire Pumps (Mech)			
Fire Pumps (Hand)			
Portable extinguishers			
Fixed extinguishing system			

Fire Buckets			
Sand Boxes			
Hydrants			
Hoses, fittings and nozzles			

Equipment	Number	Type/Condition	Location
Anchors			
Anchor cables/Chains			
Bilge pumps			
Winches			
Cranes			
Derricks			
Towing Equipment			
Ropes and Lines			
Collision mat			
Gangway			
Fenders			
Boat hook			
First Aid Kit			
Binoculars			
Waste Containers			
Heaving line			
Axe			
Torch			

Navigation Equipment	Number	Condition	Location
Navigation Lights			
Sound Signals			
Shapes			
Magnetic Compass			
Class B AIS			
Communication equipment			
Nautical publications			

Location of passengers on specific decks and spaces in maximum loaded condition

Deck/Space						
Maximum number of Passengers						

Freeboard

Minimum freeboard,						
Number of Passengers						

Cargo (tonnes)_				
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Life-Saving Equipment	Number	Type/Condition	Location
Lifejackets			
Liferafts			

Launching arrangements			
Flotation Devices			
Lifebuoys			
Flares – Parachute			
Flares – Hand-held			
Smoke Signals			
Life raft equipment			
Emergency Communication			

Machinery/Electrical	British Horse Power	Type/Condition	Location
Main Machinery			
Main Generator			
Emergency Generator			
Main Steering Gear			
Auxiliary Steering Gear			
Switchboard			
Shore Connection			
Batteries			
Signal Light Switches			

Accommodation/Safety	Condition	Comment
Escape routes		
Washrooms		
Toilets		
Galley		
Messroom		
Water tanks		
Heating/cooling/ventilation		
Berth/locker		
Access to accommodation		
Lighting		
Machinery guards		
Guard rails		

Non-slip surfaces		
Ladders/companionways		
Noise insulation/protection/notices		
Foam flotation material: Density		

Issued at: **on:**

(Signature of authorised official issuing the certificate)/

(Seal of the issuing Authority)

Form No. 3
Application for Provisional certificate of survey
[see rule 50]

From

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

...

To

Certifying Authority

.....
.....

..... Sir,

Subject: Application for Provisional certificate of Survey

This has reference to the Declaration of Survey Ref No.dated for the vessel with Official Number.....

It is requested that a Provisional Certificate of Survey be issued which is valid till such time a permanent Certificate of Survey is issued.

Yours faithfully,

Signature

Name of the Owner/Master/ Authorised person

Form No. 4
Provisional Certificate of Survey
[see rule 50]

Category A/Category B/Category C Vessel (to *strikeout* whichever is not applicable)

Expiry on or before the.....day of 20....

Provisional Certificate of Survey No.Zone of operation

Date of Issue Date of Expiry.....

This Provisional Certificate of Survey has been issued subsequent to Survey carried out of the below detailed inland vessel.

Name of the Vessel Official No.

Port of Registry Certificate of Registry No.

Gross Tonnage Register Tonnage'

Freeboard Assigned mm, Loading marks placed on the vessel's side: Yes/No,

Name of the Master Master's COC Grade.....No.

..... Place of Issue

Name of the Engineer or Engine Driver

Master's COC GradeNo.

Place of Issue

Name and Address of Owner or Agent

.....

Date of Survey carried outPlace of survey carried out

PLYING LIMITS (as applicable): -

Within inland waters limits of and not extending beyond
..... Nautical Miles from the nearest shore.

CARGO/PASSENGER CAPACITY

Maximum permissible cargo carriage capacity: _____tonnes and /or _____Passengers with _____ crew.

Safety equipment carried on the vessel:

No. of boats size and cubic capacity	No. of buoyant apparatus orLife rafts	No. of lifebuoys andlifejackets		Fire extinguishers			No. of anchors with their weight	Length size	
		Lifebuoy	Lifejacket					Anch or cable	Hose
				Foam type	Soda acid	Dry Cargo Powder			

THIS IS TO CERTIFY that the provisions of the rules with respect to the survey of the above mentioned Inland Vessel and the Transmission of declaration in respect thereof, have been complied with.

This Provisional Certificate of Survey, issued under the provisions of section 13(1) of the Inland Vessels Act, 2021 continues to be in force only until the.....day of 20....

Examined and Registered

Signed by Chief Surveyor

Form No. 5
Certificate of Survey - Category A Vessel
[see rule 54]

Certificate of Survey No. **Zone of operation**.....

Date of Issue Date of Expiry

This is Certificate of Survey has been issued subsequent to Survey carried out of the below detailed inland vessel.

Name of the Vessel Official No.

Port of Registry Certificate of Registry No.

Gross Tonnage Registered Tonnage'.....

Freeboard Assignedmm, Loading marks placed on the vessel's side: Yes/No,.....

Name of the Master

Master's COC Grade No.Place of Issue.....

Name of the Engineer or Engine Driver

.Master's COC GradeNo.Place of Issue

Name and Address of Owner or Agent

.....

Date of Survey carried out

Place of survey carried out

PLYING LIMITS (as applicable): -

Within inland waters limits of

CARGO/PASSENGER CAPACITY

Maximum permissible cargo carriage capacity : tonnes and /or Passengers with crew.

Safety equipment carried on the vessel:

No. of boats sizeand cubic capacity	No. of buoyant apparatus or Life rafts	No. of lifebuoys and life jackets		Fire extinguishers			No. of anchors with their weight	Length size	
		Lifebuoy	Lifejacket					Anchor cable	Hose
				Foam type	Soda acid	Dry Cargo Powder			

THIS IS TO CERTIFY that the provisions of the rules with respect to the survey of the above mentioned Inland Vessel and the Transmission of declaration in respect thereof, have been complied with.

THIS CERTIFICATE, unless previously cancelled or revoked, to be in force until the day of.....20.....

Examined and Registered

Signed by Chief Surveyor

Form No. 6
Certificate of Survey - Category B/ Category C Vessel
[see rule 54]

Category of vessels

Certificate of Survey No. **Zone of operation**.....

Date of Issue Date of Expiry

This is Certificate of Survey has been issued subsequent to Survey carried out of the below detailed inland vessel.

Name of the Vessel Official No.

.....

Port of Registry Certificate of Registry No.

Gross Tonnage Registered Tonnage'.....

Freeboard Assignedmm, Loading marks placed on the vessel's side: Yes/No,.....

Name of the Master

Master's COC Grade No.Place of Issue.....

Name of the Engineer or Engine Driver

Master's COC GradeNo.Place of Issue

Name and Address of Owner or Agent

.....

.....

....

Date of Survey carried out Place of survey carried out

PLYING LIMITS (as applicable): -

Within inland waters limits of

CARGO/PASSENGER CAPACITY

Maximum permissible cargo carriage capacity : tonnes and /or Passengers with crew.

Safety equipment carried on the vessel:

No. of boats sizeand cubic capacity	No. of buoyant apparatus or Life rafts	No. of lifebuoys and life jackets		Fire extinguishers			No. of anchors with their weight	Length size	
		Lifebuoy	Lifejacket					Anchor cable	Hose
				Foam type	Soda acid	Dry Cargo Powder			

THIS IS TO CERTIFY that the provisions of the rules with respect to the survey of the above mentioned Inland Vessel and the Transmission of declaration in respect thereof, have been complied with.

THIS CERTIFICATE, unless previously cancelled or revoked, to be in force until the day of.....20.....

Examined and Registered

Signed by Chief Surveyor

Form No. 7

**Particulars to be furnished for Survey of New Vessel or Vessels which are to be surveyed for the first time
[see rule 29]**

1. Name of vessel (if already named)/Yard No.
2. Owner's name and address :
3. Length, breadth and depth of vessel :
4. Type of Vessel : (Passenger, cargo, cargo-cum-passenger, Chemical Carrier, Liquid Carrier, Tug, Dumb barge, etc
5. 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 :
 - (g) Frames (material and thickness) :
 - (h) Floors (material and thickness) :
6. Particulars of propulsion of Engines
 - (a) Number of sets fitted and Sr. No. :
 - (b) Manufacturer's name and brand :
 - (c) Model Number :
 - (d) Year of built :
 - (e) Type of Engine with Horse power of each :
 - (f) StrokeCylinder diameter
 - (g) Diameter of propulsion shaft and material :
 - (h) Type and Number of gears :
 - (i) Test certificate :
7. Particulars of equipment
 - (a) Anchor-Port, Starboard (weight and Material of each) :
 - (b) Anchor-Spare (weight and 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 :

8. Particulars of fire appliance
 - (a) Number, size and capacity of fire pumps :
 - (b) Fire mains, diameter, material and number of hydrants :
 - (c) Number of hoses :
 - (d) Nozzles :
 - (i) Jet type
 - (ii) Spray
 - (iii) Jet/ Spray type
 - (e) Any other equipment :
9. Number of portable fire extinguisher with particulars and name of manufactures
 - (a) Soda Acid
 - (b) Foam
 - (c) Dry Powder
 - (d) Any other types
10. Particulars of communication equipment :
11. Particulars of navigation equipment :
12. 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
13. No. of deck crew No. of engine crew.....
14. Number of passengers :
15. Plans, Drawings, etc.:

Form No.8 for AN INLAND MECHANICALLY PROPELLED VESSEL [see rule 59]														
Name of vessel	Official No.	Port of Registry	Survey certificate valid upto	Place where vessel shall be found generally stationed	Tonnage		Name of Master							
							Certificate of Competency No. and Date							
					Gross	Net	Issued by							
							Signature of Master							
								Name and designation of crew : -						
Date	Sr. No. or Trip No.	Name of the loading or embarking point	Departure of loading or embarking point (If passenger vessel, attached or maintained list of passengers as per Annexure)				Arrival at unloading or disembarking point or Name of Mother vessel			Departure from unloading or disembarking point		Arrival at stationed point		Remarks
			Description	Quantity	Date	Time	Name of place or vessel	Date	Time	Date	Time	Date	Time	

Verification by Designated Authority

Name and Designation of verifying officer.....

Signature & Date

ANNEXURE FOR LOG BOOK (Details of passengers)							
Vessel Name:						Official No.	
Sr. No.	Date	Trip No.	Name and Address	Photo Identification document	Photo Identification document no	Signature	

DIRECTIONS AS TO KEEPING OFFICIAL LOGS

1. An official log shall be kept in the prescribed form in every Inland Vessel.
2. The official log may, at the discretion of the master or owner, be kept distinct from or united with the ordinary ship's log so that in all cases the spaces in the official log book be duly filled up.
3. The importance of keeping this book properly, and duly making all the entries at the proper time, and with the strictest regard to form, cannot be too strongly impressed on masters. By neglecting to do so masters render themselves liable to heavy penalties, and their owners to serious loss whilst members of their crew will suffer inconvenience from not being able to obtain records of their services. The absence of proper entries will also prevent fines or forfeitures from being enforced and will tend to prevent the maintenance of discipline.

4. An entry required by the Act in the official log book shall be made as soon as possible after the occurrence to which it relates, and, if not made on the same day as that occurrence, shall be made and dated so as to show the date of the occurrence and of the entry respecting it.
5. Every entry in the official log book shall be signed by the master and by the officer or some other member of the crew and also
6. If it is an entry of injury or death, shall be signed by the medical officer on board, if any, and if it is an entry of wages due to or the property of a crew member who dies, shall be signed by the officer and by some member of the crew besides the master.
7. Every entry made in an official log book in the manner provided by these rules shall be admissible in evidence.
8. Care must be taken whenever there is a change of master to see that documents handed over are up-to-date.
9. Entries must be made in order of date, and no blanks should be left.
10. If any entry in the Official Log relates in any way to a member of the crew the page number is to be entered against the man's name in the Official Log and Index.

Entries required to be made in official log books

- (1) If any offence within the meaning of the Act of desertion or absence without leave or against discipline is committed or if any act of misconduct is committed for which the offender's agreement imposes fine and it is intended to enforce the fine:
 - (a) an entry of the offences or acts shall be made in the official log-book and signed by the master and one of the persons employed or engaged in any capacity on board of the mechanically propelled vessel;
 - (b) the offender shall be furnished with a copy of the entry and have the same read over distinctly and audibly to him and may there upon make such reply there to as he thinks fit;
 - (c) a statement to a copy of the entry having been so furnished and entry having been so read over and the reply, if any made by the offender shall likewise be entered and signed in the manner aforesaid;
 - (d) in any subsequent legal proceedings the entries by this section required shall, if practicable, be produced or proved, and in default of such production or proof, the court hearing the case may in its discretion refuse to receive evidence of the offence or act of misconduct.
- (2) Every case in which the crew has faced shortage of food or drinking water.
- (3) Every case in which a member of the crew is promoted to a higher grade of service with the date of such promotion, the grade and the rate of wages which the crew member is to receive.
- (4) in cases of illness, frequent entries (daily if possible) showing the progress and treatment of patient.
- (5) Every case of drunkenness or misconduct on the part of any member of crew whether the Master wishes the case to be investigated or not.
- (6) Every important accident or damage to ship or cargo.
- (7) Every conviction by a legal tribunal of a member of his crew and the punishment inflicted.
- (8) a report on the quality of work of each member of his crew; or a statement that the master declines to give an opinion thereon with a statement of his reasons for so declining.
- (9) Every case of illness, hurt or injury happening to a member of his crew with the nature thereof and the medical treatment adopted (if any).
- (10) Every case of death happening onboard and the cause thereof, together with such particulars.
- (11) Every birth happening on board, with the sex of the infant, the names of the parents and such other particulars.
- (12) The name of every crew member who ceases to be a member of the crew otherwise than by death, with the place, time, manner and cause thereof.
- (13) The wages due to any crew member who dies during the voyage and the gross amount of all deductions to be made there from.
- (14) The money or other property taken over of any crew member who dies during the voyage.
- (15) Any other matter which may be necessary for entry in the official log book.

Form No. 9**Application for Change of Name of the Vessel on Certificate of Survey**
[see rule 57]

Ref. No.:

Dated:

From

.....

.....

.....

To,
The Chief Survey or of Inland Vessels,

.....

Sir,

Sub: Change of name of the vessel on Certificate of Survey No.:.....

I..... R/O being the
owner/master of Inland Vessel(name) bearing Official 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 and copy of Certificate of Registration are enclosed herewith for making the change of name.

Signature

Name of owner/ master

Enclosures: as stated above.

Form No. 10**[See Rule 44(b)]****Appointment of Date and Time of Survey of Inland Vessels****Ref. No.:****Dated :****To****The Owner or Master,
(Name of the Inland Vessel)**

Sir,

This has reference to your request for (Type of Survey) Survey of the Inland Vessel under Inland Vessel Act, 2021 vide application No dated

Please be informed that the Surveyor will be boarding the vessel at hrs on for the purpose of the requested survey.

You are advised to keep all the documents and the vessel ready for the requested survey in accordance with the Inland Vessel Act, 2021 and the Inland Vessel Rules of the Administration.

In case undue delay owing to lack of readiness of the vessel and/or its crew, the Surveyor may have to postpone the Survey for which all costs shall have to be borne by you in accordance with the Rules in force.

Yours Sincerely,**Surveyor**

Form No.11**Intimation of Defects / Deficiencies observed during the Survey of Inland Vessels****Ref. No.:****Dated :****To****The Owner or Master,
(Name of the Inland Vessel)**

Sir,

This has reference to (Type of Survey) Survey of the above referred Inland Vessel carried out by me on, in accordance with the Inland Vessel Act, 2021 and the applicable Rules of the Administration.

Please be advised that below detailed deficiencies/defects were observed during the Survey:

- a) Hull :
- b) Machinery :
- c) Equipment :
- d) Documentation and Records :
- e) Manning :

You are requested to make good the above defects I deficiencies within days from the issuance .of this letter and intimate the compliance in writing to this office for verification of the corrective measures in respect of above deficiencies.

Kindly note that, if you fail to make good the above referred deficiencies I defects, your application under which this survey was conducted shall stand closed. Thereafter, you will be required to make a fresh application for the Survey.

Yours Sincerely,**Surveyor**

Form No.12
[Rule 50]
Application for issue of Certificate of Survey

From

.....
.....

To

Chief Surveyor

.....
.....

Sir,

Subject: Application for issue of certificate of Survey

This has reference to your Notice regarding Certificate Survey No.
dated intimating about the readiness of Certificate of Survey in respect of Inland Vessel. It is requested
that the Certificate of Survey may kindly be issued.

Yours faithfully,

Signature
Name of the Owner

Form No. 13
[Rule 49]
Notice Regarding Certificate of Survey

Ref. No.:

Dated:

To

The Owner / Master
Inland Vessel ,

Sir,

This is to advise you that the Certificate of survey of the above named Inland Vessel surveyed on is ready for delivery, and it will be delivered at the office of the undersigned at an time during office hours on application and payment of the following dues:

- 1.
- 2.

Yours faithfully

Chief Surveyor

Form No. 14

[see rule 65]

BOOK OF REGISTRATION

Registration Number:

Name of Vessel :

Port of Registry :

Year of Registry :

Name of the Owner :

Address of owner :

DESCRIPTION OF INLAND VESSEL

Type of Vessel Cargo or Passenger etc.:

Category:

Gross Tonnage :

Registered Tonnage :

PARTICULARS OF VESSELS

Length overall :

Breadth Extreme :

Depth of underside of deck amid ships, at side :

Builder Name and Address :

Year of Built :

Type of Hull wood, steel, etc. :

Number of Decks :

No. of Bulkheads :

TRANSACTION

Name of person from whom title is derived :

No. of shares affected :

Date of and hour of Registry :

ENGINE

Internal combustion engine No. :

Description :

No. offsets :

Made by :

Year of Make :

No. of cylinders per set :

Diameter of cylinder in inches :

Stroke in inches :

N.H.P. :

B.H.P. :

I.H.P. :

PROPULSION

Propeller Type: Single screw or twin screw or side quarter or Steerable Rudder propeller or Voith or Waterjet or OBM etc :

Revolution per minute (RPM) :

Speed of Vessel :

Propulsion geared or direct driven :

Propulsion type: Oil engine or Electric or Battery or Solar or other (strike off whichever is not relevant)

REGISTERING AUTHORITY

Date :

SUBSEQUENT TO REGISTRATION

Nature and Date of transaction :

Name, residence and occupation :

Number of transaction of transferee or mortgagee or other person acquiring title or power :

Form No. 15
Application for Registration
[see rule 67]

To,
The Registering Authority,

I,.....

Resident of.....

being the Owner or Master of an Inland Vessel

hereby request that the said vessel be registered at the

I agree to pay such fees as may be payable under the rules. Particulars in respect of the said Vessel are asunder:-

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. When and how the vessel was secured
6. Kind of vessel, viz. motor, name and address of engine makers with horsepower, speed and the year of make.
7. Name and address of builders with place and year of built.
8. Details of Insurance Certificate
9. Enclosures -
 - a) A declaration by the owner that the provisions of the Act and the rules made thereunder have been complied with; certificate of survey or provisional certificate of survey;
 - b) Challan receipt evidencing payment of fees for the registration of the vessel;
 - c) Copy of the 3rd party insurance certificate of the vessel duly attested;
 - d) Builder's certificate for new vessels;
 - e) Instrument of sale (for second hand vessels);
 - f) Mortgage details; and
 - g) Declaration of Ownership.

Place:

Date:

Signature of the Owner or Master of the vessel

Form No. 16
Declaration of Ownership
[see rule 68]

I/We.....
.....
residing permanently at.....
having original place of business at.....
do hereby declare that vessel named..... was built in the
year and was purchased by me on..... for rupees
..... and wish to have the same registered in my name at the port of.....
.....and that I am the owner of the same .

Signature of Owner

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

Signature of Magistrate or Notary Public or Registering Authority

Note: The declaration shall be made before a Magistrate or a Notary Public or a registering Authority.

Form No. 17

**Appointment of date and time of inspection of the Inland Vessel by the Registering Authority
[see rule 68]**

Dated:

Ref. No.:

To,

The Owner or Master on the Inland Vessel

.....

.....

Sir/Madam,

In acknowledging the receipt of your application for registration of the vessel named above under Inland Vessels Act, 2021, this is to state that Registering Authority or Surveyor shall proceed on board the vessel at hours on..... day of....., 20....

You are requested to afford to the Registering Authority or Surveyor all reasonable facilities for the registration of the Inland Vessel and all such information respecting the vessel as he may require for the purpose of registration.

Yours faithfully

**Registering Authority
Inland Vessels**

Form No. 18
Carving and Marking Note
[see rule 68]

Dated:

Ref. No.:

To,

The Owner or Master of the Inland Vessel

.....

.....

Sir/Madam,

This has reference to your application for registration of the above named vessel and subsequent enquiry of the vessel conducted under rule 6 of these rules, you are advised to have the below enumerated marks carved on the vessel's hull under rule 9 of these rules:

Name of the Vessel:

Official No. _____

Port of Registry: _____ Year of Registry: _____

You are further advised to contact this office after the completion of requisite carving (which in no case shall be greater than fifteen days from the date of issue of this letter) for final inspection for the purpose of registering the vessel.

Please also be advised that you shall be required to surrender this carving note in original at the time of issuance of Certificate of Registration.

Yours faithfully,

Registering Authority

Inland Vessels

Form No. 19
[see rule 79(c)]
Request/Application for registration of alteration

To,

The Registering Authority,

.....

Sir/Madam,

I, being the owner of inland vessel named Official No.
..... hereby report that the following alterations have been carried out on the vessel:

1.

2.

3.

I therefore, apply for registering the alterations or the issue of a fresh Registration Certificate. I enclose herewith a duplicate copy of treasury challan showing the deposit of the necessary fees.

I also enclose herewith the original certificate of Registration No.

Date :

(SIGNATURE OF THE OWNER)

Alterations Verified by (Name and Signature of Surveyor)

Date:

Form No. 20
[see rules 80 and 81(c)]
Application for Transfer of Registry

To,
Registering Authority

.....

I, resident of being the
owner of an Inland Vessel Name.....official
no.....hereby request that the registry of the said vessel may kindly be
transferred to your register from the register of the Registering Authority
of.....in the state of
.....The certificate of registration is
enclosed herewith. Treasury Challan for Rs.....is
also enclosed.

Place :

Date:

SIGNATURE OF THE OWNER

Form No. 21
CERTIFICATE OF REGISTRATION
[see rule 70]

PARTICULARS OF VESSEL

Issued by[details of Registering Authority]

Official Number	Name of the Vessel	No. , Date and Port of Registry	No. , Date and Port of Previous Registry (if any)
Whether Indian or Foreign Built	Whether self propelled Propulsion Type	Where Built	Name and address of Builders
Numbers of Decks Stem Stern Material Description Number of Bulkheads	Length Breadth to outside of plating Moulded Depth Length of engine – room (if any)	Metres	

PARTICULARS OF PROPELLING ENGINES, & MACHINERY, as supplied by Builders, Owners, or Engine Makers

No. of set of Engines	Description of Engines	Whether Indian or Foreign made	When made	Name and address of Makers	Reciprocating Engines		Rotary Engines	B.H.P. Estimated Speed of Vessel
					No. of cylinders in each set	Diameter of cylinders	No. of Cylinders in each set	
No. of Shafts		Engines		Engines	Engines			
					Length of Stroke			

Particulars of Boilers			
Description.. Number..... Loaded pressure.....			

PARTICULARS OF TONNAGE

The tonnages of this vessel in accordance with India Tonnage Certificate are: -

GROSS TONNAGE..... tons

NET TONNAGE..... tons

A detailed summary of the tonnages for this vessel is shown on the Certificate of Survey

--

The Number of crew for whom accommodation is certified

I, the undersigned, Registering Authority at the Port of..... in State here by certify that the Vessel the Description of which is prefixed to this my certificate, has been duly surveyed, and that the above Description is in accordance with the Register Book; that..... whose Certificate of Competency of Service is No....., is the Master of the said Vessel, and that the Name....., Residence and Description of the Owner, and Number of Tenth Shares Held by are as follows :-

Name Residence and Occupation of the Owner	Number of Tenth Shares

Date at..... theday of Two thousand and

.....Registering Authority

NOTICE: - A certificate of Registration is not a document of title. It does not necessarily contain notice of all changes of ownership, and in no case does it contain an official record of any mortgages affecting the Vessel. In case of any change of ownership it is important for the protection of the interests of all parties that the change should be registered according to law. Changes of ownership, address or other registered particulars should be notified to the Registering Authority. Should the Vessel be either actually or constructively lost, taken by the enemy, burnt or broken up or cease for any reason to be an Indian Vessel notice thereof, together with the certificate of registration if in existence, should immediately be given to the Registering Authority at the Port of Registry.

Form No. 22**Instrument creating Mortgage****[see rule 85]**

Name of the Vessel.....Official No.Certificate
 of Registry No.....Place of
 Registry..... Date of Registry
 Description of the vessel (whether
 propelled by mechanical power)..... Horse power of
 Engine..... Hull (Length for identification).

Equipment:

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

Gross Registered Tonnage.....Net Registered Tonnage.....

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

I/We the undersigned **(Full Name & Address with description of mortgager or mortgagers)**

in consideration of..... this day lent by **(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).**

Me / Us

do hereby for **Myself / ourselves** and **my / our** heirs, executors or administrators covenant with the said

.....

Firstly, that **(Full Name & Address with description of mortgager or mortgagers)** or **my/ our** heirs, executors, or administrators, will pay to the said.....the said sum of.....together with interest thereon at the rate ofpercent, per annum on the **(Insert day fixed for Payment of Principal Amount)** day of.....next.

Secondly, that if the said principal sum is not paid on the said day **(Full Name & Address with description of mortgager or mortgagers)** or **my/our** heirs, executors or administrators, will during the same or any part thereof remains 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.

I/We (Full Name & Address with description of mortgager or mortgagers) hereby mortgage to the said.....shares of which the owner in the Inland vessel above particularly described, and in her boats, and appurtenances,

Lastly, I/We for myself/ourselves and my/our heirs, executors or administrators covenant with the said..... and his assigns that **I / We** have power to mortgage in manner aforesaid the above mentioned shares, and that the same are free from encumbrances (*If any prior encumbrances add, “save as appears by the book of registration of the said vessel”*).

In witness where of **I / We** have here unto subscribed **my / our** name and affixed (**full name and address with description of the mortgager or mortgagers**) seal this day of.....and Executed by the above named. In the presence of

Witness 1 (Name, Full Address and Signature, Seal)

Witness 2 (Name, Full Address and Signature, Seal)

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

Name of the Vessel.....Official No.....

Certificate of Registry No.....

Place of Registry.....

Date 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)

Equipment:

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

Gross Registered Tonnage.....Net Registered Tonnage.....and as described in more detail in the certificate of survey and book of registry.

We, (**Name in full of Company together with its principal place of business**) in consideration of..... this day lent to us by (**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**) do hereby for ourselves and our successors covenant with the said.....and **his / theirs / its** assigns firstly, that we or our successors, will pay to the said.....or **his/theirs/its** assigns the

said sum of.....together with interest thereon at the rate of per cent, per annum on the **(Insert the day fixed for payment of principal)** as above 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 **his/theirs/its** 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 saidthe 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 **his / theirs/its** assigns that we have power to mortgage in manner aforesaid the above mentioned shares and that the same are free from encumbrances.**(If any prior encumbrances add, “save as appears by the book of registration of the said vessel.”)**

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 maybe)

Form No. 24
Instrument creating discharge of the mortgage
[see rule 85]

In case of Mortgage is paid off, a memorandum of its discharge on anyone of the following forms shall be used.

(a) By individual or joint owners

Received the sum ofin discharge of this within written security, dated at.....day of20.....

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

(b) By companies or body corporate

Received the sum ofin discharge of the within-written security.

In witness whereof we have here-un –to affix our common seal thisDay of.....20.....
at.....

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

Form No. 25
Application for issuance of provisional certificate of registration
[see rule 70 (d)]

To,
The Registering Authority

I,.....

Resident of.....

being the Owner/Master of an Inland Vessel

hereby request that the said vessel be provisionally registered and a provisional certificate of registration be issued at,

for the reason(s)

I agree to pay such fees as may be payable 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. (if applicable)
4. Name of Registry and No. if previously registered
5. When and how the vessel was secured
6. Kind of vessel, viz. motor, name and address of engine makers with horsepower, speed and the year of make.
7. Name and address of builders with place and year of build.
8. Details of Insurance Certificate Enclosures:-
 - a) A statement by the owner that the provisions of the Act and these rules have been complied with; A duplicate of the Certificate of Survey;
 - b) Challan receipt evidencing payment of such fees as specified in the schedule for the registration of the vessel.
 - c) Copy of the 3rd party insurance certificate of the vessel duly attested.
 - d) Builder's certificate for new vessels
 - e) Instrument of sale (for second hand vessels)
 - f) Mortgage details
 - g) Declaration of Ownership

Place:

Date:

Signature of the Owner/ Master of the vessel

Form No. 26
PROVISIONAL CERTIFICATE OF REGISTRATION
[see rule 70(d)]

Expiry on or before the.....day of 20.... (see footnote 1)

Issued by..... [details of Registering Authority]

PARTICULARS OF VESSEL

Name of the Vessel	Where Built	No. , Date and Port of Previous Registry (if any)	Whether self propelled/ Propulsion type
Name and address of Builders			
Numbers of Decks	Length		Metres
Stern	Breadth to outside of plating	Moulded Depth	
Material	Description	Length of engine – room (if any)	
Number of Bulkheads			

PARTICULARS OF PROPELLING ENGINES and MACHINERY, as supplied by Builders, Owners or Engine Makers

Number of Engines:

Combined Power:

Name and address of the engine Maker:

PARTICULARS OF TONNAGE

The tonnages of this vessel in accordance with India Tonnage Certificate are: -GROSS TONNAGE tons

NET TONNAGE tons

A detailed summary of the tonnages for this vessel is shown on the Certificate of Survey

--

The Number of crew for whom accommodation is certified

I, the undersigned, Registering Authority at the Port of..... in State here by certify that the Inland Vessel the Description of which is prefixed to this Provisional certificate, has been duly surveyed, and that the above Description is true;

that..... whose Certificate of Competency of Service is No....., is the Master of the said Vessel, and that the Name.....,Residence

And Description of the Owner , and Number of Tenth Shares Held by are as follows :-

Name Residence and Occupation of the Owner	Number of Tenth Shares

Date at..... theday of Two thousand and

.....Registering Authority

NOTE 1: - This Provisional Certificate of Registration, issued under the provisions of section 27(2) of the Inland Vessels Act, 2021 and continues to be in force only until the.....day of 20....

Form No. 27**Medical Certificate for appearing in Certificate of Competency****[see rules 92,93,94,99,100,101,102 & 103]**

(To be filled in by Inland Waterways Authority of India empanelled MBBS medical practitioner or medical officer of district government health centre or municipality approved doctor.

1. Name of applicant:
2. Type of ID and Number
3. Identification Marks (1)
- (2)
- 4.
- (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 eyesight 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 lose 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, heads, 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.

Form No. 28
[see rule 104 (a)]
Certificate of Service

No. :

Name :

Son/wife/daughter of :

Permanent Address :

Present Address :

Date of Birth :

Height :

Marks of identification (1)

(2)

PHOTO

Signature or Left Thumb Impression

Based on assessment of your service record in Army / Navy/ Coast Guard, your medical fitness certificate and the preparatory course for together with the 4 basic safety course certificates, you have been found duly qualified to fulfil the duties of a.....(Master/Serang/Engineer/First class Engine Driver/Second class Engine Driver) on an Inland mechanically propelled Vessel (limitations, if any), I do hereby under the provisions of the rules issued under Inland Vessels Rules, 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 (limitations, if any).

Date:

Place:

Name and signature of Chief Examiner

Form No. 29
[see rule 91 and 98]
Application Form for appearing in Certificate of Competency

APPLICATION FOR CERTIFICATE OF COMPETENCY TO ACT AS ENGINEER/ ENGINE DRIVER/SERANG/ MASTER OF AN INLAND VESSEL.

Note:-The applicant shall submit this form duly filled in along with the necessary certificates to the examination centre for permission to appear in the examination.

PART-A

Personal particulars

- | | |
|-----------------------|----|
| (1) Name in full | :- |
| (2) Surname | :- |
| (3) Nationality | :- |
| (4) Permanent Address | :- |
| (5) Date of birth | :- |
| (6) Place of birth | :- |

Passport size
 photograph
 of the
 applicant

PART-B

Particulars of all previous certificates (if any)

- | | |
|---|----|
| (1) Number | :- |
| (2) Competency of service | :- |
| (3) Grade | :- |
| (4) Where issued | :- |
| (5) Date of issue | :- |
| (6) Is the certificate at any time suspended or cancelled by court or authority (if yes, provide details) | |

.....

.....

PART-C

Certificate now required

- | | |
|----------------|----|
| (1) Grade | :- |
| (2) Competency | :- |

PART-D

HAVE YOU APPEARED FOR THIS EXAMINATION EARLIER? Yes/No.

If yes, mention year & month

PART-E

Declaration to be made by applicant:

Note: Any person who makes, procures to be made or assists in making any false representation for the purpose of obtaining for himself, or any other person, a certificate either of competency or service, is for each offence liable to be punished for cheating under section 420 of the Indian Penal Code and also for knowingly giving false information to the public servant under section 182 of the Indian Penal Code, 1860.

DECLARATION

I do hereby declare that the particulars contained in Part A, B, C, D and E of this form are correct and true to the best of my knowledge and belief, and that the papers enumerated in Part-G and sent with this form are true and genuine documents, given and signed by the persons whose names appear on them, I further declare that the statement in **Part-G** contains true and correct account of the whole of my services without exception.

Date:

Present Address:

Signature of the Applicant

PART-F**CERTIFICATE OF THE EXAMINER**

The declaration under Part-E above was signed in my presence and the fee of Rsreceived.

Date:

Examiner

PART-G**LIST OF TESTIMONIALS AND STATEMENT OF SERVICE ON RIVERS OR SHORE OR SEA**

1. If served on board vessel
 - (i) No. of testimonials or certificates(if any):-
 - (ii) Name of vessel where employed:-
 - (iii) Horse power of the engine on which worked:-
 - (iv) Port of registry and official no. of the vessel:-
2. Service particulars of the Applicant:
 - (i) Capacity:-
 - (ii) Date of appointment
 - (iii) Date of termination or leaving
 - (iv) State, if continuing
 - (v) Total period served
 - a) Years:
 - b) Months:
 - c) Days:
 - (vi) Total service
 - (vii) Total service on shore or river:
 - (viii) Period served for which certificates are now produced:-
 - (ix) Period served for which no certificates are produced:-

PART-H**CERTIFICATE OF THE EXAMINER**

Note:- The examiner should fill up Part-H and I and forward this form to the Chief Examiner along with the testimonials and other certificates.

1. Date and place of examination

2. Insert passed or failed against each item below:

(i) In written examination:

(ii) In the viva examination:

3. Rank for which passed:

PART-I

PERSONAL DESCRIPTION OF APPLICANT

1. Height:

Meters

Centimeters

2. Complexion:

3. Personal marks or peculiarities, if any,

4. Colour of (a) Hair:-

(b) Eyes:-

I hereby certify that the particulars contained in Part-H and Part-I are correct.

Date:

Place:

Name and Signature of Examiner

Form No. 30**[See Rule 112]****Application Form for Revalidation of Certificate of Competency**

APPLICATION FOR REVALIDATION OF CERTIFICATE OF COMPETENCY TO ACT AS ENGINEER/ ENGINE DRIVER/ SERANG/ MASTER OF AN INLAND MECHANICALLY PROPELLED VESSEL.

Note:-The applicant shall submit this form duly filled in along with the necessary certificates I documents to the issuing authority for revalidation of certificate of competency.

PART-A

Personal particulars

- 1) Name in full:
- 2) Surname :
- 3) Nationality :
- 4) Permanent Address:
- 5) Date of Birth :
- 6) Place of Birth :

**Passport size
photograph**

PART-B

Particulars of the certificate to be revalidated

- 1) Number :
- 2) Competency of service:
- 3) Grade:
- 4) Where issued:
- 5) Date of issue:
- 6) Is the certificate at any time suspended or cancelled by Court or authority (if yes provide details).....

PART -C

Please tick the condition of revalidation being complied with by the applicant seeking revalidation

- 1) Minimum service of 1 year in last 5 years on an Inland Vessel as described in rule 72 (i)
- 2) Minimum service of 1 year in last 10 years on an Inland Vessel & successfully completed the preparatory course for grant of applicable grade of Certificate of Competency as described in rule 72 (ii).
- 3) Successfully completed the preparatory course for grant of applicable grade Certificate of Competency and to appear in oral examination as described in rule 72 (iii).

PART-D

- 1) Details of Service on Inland Vessels in last 5 /10 years (delete the inapplicable)

S. No.	Vessel Name	Vessel Identification / Official No.	Vessel BHP	Rank	From	To	Period

- 2) Details of Preparatory Course Attended (if applicable)

Preparatory Course Grade:Institute.....

From:To

Preparatory Course Certificate No Dated:

PART-E

DECLARATION

I do hereby declare that the particulars contained in Part A, B, C, D & E of this form are correct and true to the best of my knowledge and belief, and that the papers attached I sent with this form are true and genuine documents, given and signed by the persons whose names appear on them.

Date.....

Signature of the Applicant

Present Address

PART – F

CERTIFICATE OF THE EXAMINER

The declaration under Part-E above was signed in my presence and the fee of Rs received.

Date:

Examiner

PART -G

CERTIFICATE OF THE EXAMINER

Note :- The examiner should fill up Part-G and H and forward this form to the Chief Examiner alongwith the testimonials and other certificates.

- 1) Date and place of Assessment of documents submitted
- 2) Passed or failed in Oral Examination (if applicable)
- 3) Revalidation of Certificate No Grade recommended I not recommended (in case of not recommended cases, please state reasons)

PART- H

PERSONAL DESCRIPTION OF APPLICANT

- 1) Height:

Meters

Centimeters

- 2) Complexion:
- 3) Personal marks or peculiarities, if any,
- 4) Colour of
 - a) Hair :
 - b) Eyes :

I hereby certify that the particulars contained in Part-G and Part-H are correct.

Date

Place

Name and signature of Examiner

Form No. 31**REPORT BY ANY PERSON FINDING THE WRECK**

[see rule 178]

1. Name and Address of the Informant:
 - a) In case of Company (name, address, official seal, etc.)
 - b) In case of Firm (name, address, official number etc.)
2. Designation of the informant: (details of director or partner) :
3. Vessel Identification Number or Marks and Description of Vessel:
4. Name, official number, registration number and port of registry of vessel:
 - a) Inland vessel registered under the Act
 - b) Inland vessel registered in a foreign country
 - c) Vessel registered under the Merchant Shipping Act, 1958
5. Details of Registered Owner, Operator and Charterer of the Vessel:
6. Date of finding the vessel, parts, property or cargo:
7. Details of parts, property or cargo of vessel:
8. Name and details of the Receiver of wreck:
9. Place where the vessel, parts, property or cargo was found:
 - a) Inland waters
 - b) National waterways
10. Particulars of the vessel, parts, property or cargo found:
11. Description
12. Estimated value
13. Information of wreck passed by the Receiver of wreck to the authorities:
14. Designated authority or such other authority under the State Government.
15. Competent authority or such other authority under the Central Government.
16. Principal officer of the Mercantile Marine Departments
17. Information of wreck to be informed to the insurer or their agents:
- 18.

I/We_____do hereby affirm to the details as mentioned above with regard to the wreck that took place on ___at___for the purposes of Chapter X of the Inland Vessel Act, 2021 and the rules made thereunder.

Date:

Signature of Informant

Place:

Designation and Details of Informant/Company/Firm

Form No. 32**OBSTRUCTION TO NAVIGATION**

[see rule 178-183)]

1. Name and address of informant:
2. Name and port of registry of the vessel:
 - a) Registered under the Act-
 - b) Foreign Vessel-
 - c) Registered under the Merchant Shipping Act, 1958 or any other law in force-
3. Particulars of obstruction:
 - a) Nature and size of obstruction-
 - b) Nature of danger to navigation-
 - c) Objects causing obstruction-
4. Name and port of derelict or sunken wreck, if known, and if not known, any particulars, leading to its identification:
5. Description of the wreckage and any marks:
6. Date and time when the wreckage, wreck was last seen and date and time of report made, if any:
7. If sunken wreck, the exact spot in which the vessel is lying:
8. In case of floating wreckage, the place where last seen, and the direction in which drifting:
9. Whether the derelict was boarded by the informant or any of his crew.
10. Whether the vessel was broken:
11. Whether the vessel was waterlogged:
12. Whether vessel had capsized:
13. Did the vessel be into collision:
14. Nature and description of vessel cargo:
15. Date of making this report:
16. Date of informing the insurer or their agents:

I _____ (details of Receiver of wreck) do hereby affirm to the details as mentioned above with regard to the wreck that took place on _____ at for the purposes of Chapter X of the Inland Vessel Act, 2021, and the Rules made thereunder.

Date:

Signature of Receiver of Wreck

Place:

Designation and Details of Receiver of Wreck

Form No. 33**COVER NOTE**

[see rule 214 (a)]

1. Vessel identification number or marks, and description of the vessels identity or nature including
:
2. Nature, type or class of insurance :
3. Mark of the vessel :
4. Registration number :
5. Type of vessel :
6. Eligibility to ply in any particular area – [Zone 1 / Zone 2 / Zone 3]
7. Name and address of the insured/owner(s) :

8. Details of ownership [Registered owners or owners or Joint ownership or Authority or Describing
shares] :

9. Effective date and time of commencement of insurance for the purpose of this Act :

10. Date of expiry of insurance :

This is to certify that this Cover note is issued in accordance with the Inland Vessels Act [2021] and the Rules made thereunder.

Further, the insured is hereby indemnified against the following risks —

a)

b)

This document shall remain valid till the Master policy is issued or thirty days, whichever earlier, after which this document is terminated automatically.

Authorised Signatory

Date of Issue

Form No. 34**CERTIFICATE OF INSURANCE**

[see rule 215 (b)]

1. Name and Address of the Insurer :
2. Name of the Vessel :
3. Vessel identification number or marks, and description of the vessels :
4. Identity or nature including :
5. Registration number :
6. Type of vessel :
7. Eligibility to ply in any particular area – [Zone 1 / Zone 2 / Zone 3]
8. Details ownership or registered ownership or Joint ownership or Authority or shares :
9. Name and address of the insured or owner(s) :
10. Validity of Insurance or Time Period :
11. Effective date and time of commencement of insurance :
12. Date of expiry of insurance :
13. Sum or Liability insured with deductibles :
14. Conditions of coverage or Special conditions or Warranty :
15. Prohibitions :
16. Procedure to raise claim :
17. Contact information :
18. Dispute resolution :

Dated :**Signed On Behalf Of****Designation**

Form No. 35**Detention Order of the Vessel**

[See rule 45(f)]

Dated:

Place:

To

The Master / Owner,

Inland Vessel:

Kindly be advised that Inland Vessel Official No
of..... Port of registry was inspected by the undersigned
at..... on at the port
of.....

In view of the defects I deficiencies listed as annexure to this letter, the vessel is hereby
provisionally detained under the power vested under Rule 2.4.7 Inland Vessels Rules of the
Administration.

The Vessel is forbidden to sail out from the port last inspected by the undersigned till further
orders.

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

OR

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

Signature

Form No. 36
Form for expressing the intention to build a new vessel
[See rule 48]

To

Chief Surveyor,

Govt. of

Subject : Expression of Intention to Build a New Inland Mechanically Propelled Vessel

Dear Sir,

I / We (name of the owner/company) intend to order building of a new mechanically propelled vessel to be registered in the..... (District) of Andaman and Nicobar Islands within the provisions of the Inland Vessel Act, 2021 and these rules.

You are requested to record the proposed details and accord the category under which the vessel is to be constructed. We hereby undertake to have the vessel constructed and equipped as per the construction rules applicable to the category of vessel assigned.

1. Owner's name and address :
2. Length, breadth and depth of vessel :
3. Type of Vessel (Passenger, cargo-cum-passenger, etc.) :
4. Intended Area of Operation (Zone I/ II / III /IV) :
5. Particulars of hull
 - a) Builders name and address :
 - b) Material of the hull :
 - c) Whether with a deck above free board deck :
6. Particulars of propulsion of Engines
 - a) Number of sets with BHP of each :
 - b) Manufacturer's name and brand :

Enclosures: Plans, Drawings etc. as per Rule 2.8.4

Signature of Owner

Form No. 37
License to act as Master / Engineer of an Inland Vessel

No.

Name :

Son/wife/daughter of :

Permanent Address :

Present Address :

Date of Birth :

Height :

Marks of identification 1)

2)

PHOTO

Signature or Left Thumb Impression

Based on assessment of your service record and Master Class 2 I Engine Driver Class 1 Certificate of Competency No. dated..... issued at.....

I hereby grant you this License to act as Master / Engineer of an Inland Vessel upto..... BHP/NHP. This License remains valid until the validity of your Master Class 2 / Engine Driver Class 1 Certificate of Competency detailed above.

Date

Place

Name and signature of Chief Examiner

Form No. 38
APPLICATION FOR PAYMENT OF COMPENSATION

To

The Inland Vessels Accidents Claims Tribunal
A & N Islands, Port Blair

I,.....Son/Daughter/Wife/Widow
of residing at.....having been
injured in Inland Vessel Accident hereby apply for the grant of compensation for the injury
sustained.

Necessary particular in respect of the injury, vessel etc are given below:

I,..... Son/ Daughter/ Wife/ Widow of residing
at hereby apply as a legal representative/agent for the grant of compensation
on account of death of/injury sustained by Shri/Smti./Kumari
Son/Daughter/Wife/Widow of Shri/Shrimati who
died/was injured in an Inland Vessel Accident.

Necessary particular in respect of the deceased/injured the vessel, etc. are given below:

1	Name and father's name of the person injured/ dead (husband's name in the case of married woman and widow).	
2	Full Address of the person injured/dead.	
3	Age of the person injured/dead.	
4	Occupation of the person injured/dead.	
5	Name and Address of the employer of the deceased, if any.	
6	Monthly income of the person injured/dead.	
7	Does the person in respect of whom compensation is claimed pay income tax ? If so state the amount of income tax (to be supported by documentary evidence).	
8	Place, date and time of the accident.	
9	Name and Address of the Police Station in whom jurisdiction the accident took place or was registered.	
10	Was the person in respect of whom compensation is claimed travelling by the vessel involved in the	

	accident ? If so give the names of places of starting of journey and destination.	
11	Nature of injuries sustained.	
12	Name and Address of the Medical Officers/ Practitioner, if any who attended on the injured/ dead.	
13	Period of treatment and expenditure, if any, incurred thereon (to be supported by documentary evidence).	
14	Registration No. and the type of the vessel involved in accident.	
15	Name and Address of the owner of the vessel.	
16	Name and Address of the insurer of the vessel.	
17	Has any claim been lodged with the owner/ insurer ? if so with what result	
18	Name and Address of the applicant.	
19	Relationship with the deceased.	
20	Title to the property of the deceased.	
21	Amount of compensation claimed.	
22	Any other information that may be necessary or helpful in the disposal of the claim.	

I hereby solemnly declare that the particulars given above are true and correct to the best of my knowledge.

Date:

Signature or Thumb impression of the Applicant

Form No. 39
APPEAL AGAINST THE COMPENSATION AWARDED BY INLAND VESSELS
ACCIDENTS CLAIMS TRIBUNAL

DISTRICT:

IN THE HIGH COURT AT CALC UTI A CIVIL APPELLATE
 JURISDICTION CIRCUIT BENCH AT PORT BLAIR

No of

IN THE MATTER OF:

Memorandum of Appeal under Rule of A & N Islands
 Inland Vessel Rules,) against the judgement and order
 dated passed by the Learned Inland Vessels Accient
 Claims Tribunal, Admn. & Nicobar Islands, Port Blair in
 IVACT Case No of (year) (..... -Vs-
)

AND

IN THE MATTER OF :

- 1.
- 2.
- 3.

.... Appellants/Claimants

-Versus-

- 1.
- 2.
- 3.

..... Respondents/Opposite Parties

MEMORANDUM OF APPEAL

APPEAL IS INCAPABLE OF VALUATION

BEING AGGRIEVED BY AND DISSATISFIED WITH THE COMPENSATION
 AWARDED BY THE LEARNED SOLE MEMBER OF THE INLAND VESSELS
 ACCIDENTS CLAIMS TRIBUNAL, ANDAMAN AND NICOBAR ISLANDS, AT PORT
 BLAIR IN IVACT CASE NO .. : OF (DATE / MONTH / YEAR). YOUR
 APPELLANTS BEG TO PREFER THIS APPEAL ON VARIOUS AMONGEST OTHER:

GROUND

- 1.

- 2.
- 3.

CERTIFICATE

I, counsel for the appellants herein above do hereby submit that the grounds in the instant appeal are good grounds, which I undertake to support at the time of hearing of the appeal.

Signature of (Counsel).

Encl.:

1. Hon'ble Second Judge's copy
2. Certified copy of the award
3. Vakalatnama.

SCHEDULE I

(Rule 47)

FEES FOR SURVEY

(The Administration may by Notification change the fees specified in the Schedule)

S No.	Gross Tonnage of Inland Vessels and other descriptions	Fees payable (in Rupees)
1	Preliminary General Survey Required Fees	
	(i) Upto 10 tons	500.00
	(ii) Exceeding 10 tons but does not exceed 25 tons	1000.00
	(iii) Exceeding 25 tons but does not exceed 50 tons	1500.00
	(iv) Exceeding 50 tons but does not exceed 75 tons	2000.00
	(v) Exceeding 75 tons but does not exceed 100 tons	2500.00
	(vi) Exceeding 100 tons but does not exceed 150 tons	3000.00
	(vii) Exceeding 150 tons but does not exceed 300 tons	5000.00
	(viii) Exceeding 300 tons but does not exceed 600 tons	8000.00
	(ix) Exceeding 600 tons	12000.00
2	Fees payable for intermediate survey and during validity of survey certificate or extra survey/inspection	As per tonnage in item No.1 above
3	For change of name of the owner or master or engine driver for the vessel on the certificate of survey or license certificate or authorization of any person	500.00
4	For extension of survey validity	As per tonnage in item No. 1 above
5	Issue of second copy of certificate or certified copy of certificate	1000.00
6	An appeal against the survey certificate or order or determination of the surveyor	1000.00
7	Fee for dry dock survey	As per tonnage in item No. 1 above

8	For approval of drawing / plans during alterations / repair	0.05% of estimated cost, minimum Rs. 1000.00
9	For examination and consideration of design plans/ drawing/ layout as requested	0.05% of tender cost amount, minimum Rs 2000.00
10	For witnessing tests of fire extinguishers, life bouys, chains and anchors etc. as requested per visit.	500.00

SCHEDULE II

PLACES OF SURVEY

Following places in the State have been designated as Places of Survey as required under section 4(a)(i) of the Act.

S. No.	Place	District
1	Phoenix Bay Harbour Complex	South Andaman
2	Wandoor	
3	Shaheed Dweep	
4	Swaraj Dweep	
5	Hut Bay	
6	Baratang	North and Middle Andaman
7	Diglipur	
8	Long Island	
9	Mayabunder	
10	Kamorta	Nicobar
11	Car Nicobar (Mus)	
12	Car Nicobar (Mallacca)	
13	Campbell Bay	

NOTE: All facilities required by the surveyor to facilitate the survey of the vessel at places other than Phoenix Bay Harbour Complex shall be provided by the owner of the vessel.

SCHEDULE III
[Rule 69]
FEES FOR REGISTRATION

(The Administration may by Notification change the fees specified in the Schedule)

S No.	Gross Tonnage of Inland Vessels and other descriptions	Fees payable (in Rupees)
1	On initial Registration	@Rs 100.00 per ton subject to a minimum of Rs 500.00
2	For registering any vessel which has been registered under the Merchant Shipping Act, 1958 as amended by any subsequent enactment	@ Rs 50.00 per ton subject to a minimum of Rs 500.00
3	Registration of any alteration to a vessel	@ Rs 50.00 per ton subject to a minimum of Rs 500.00
4	Issue of a duplicate certificate	@ Rs 500.00
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 IV
FEES FOR EXAMINATION

(The Administration may by Notification change the fees specified in the Schedule)

S No.	Name of the Certificate of Competency	Fees payable (in Rupees)
1	Master Class 1 Certificate	5000/-
2.	Master Class 2	3000/-
3.	Master Class 3 / Serang Certificate	2000/-
4.	OBM Operator	1000/-
5.	General Purpose Rating	1000/-
6.	Inland Engineer Certificate	2000/-
7.	Engine Driver Class 1	5000/-
8.	Engine Driver Class 2 Certificate	2000/-
9.	Fees payable for renewal of certificate of competency	As per mentioned above fees in COC