

BOMBAY PORT RULES

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DEPUTY CONSERVATOR'S; OFFICE

Shoorji Vallabhdas Marg, Fort, Bombay.

To

The MASTER of Vessel entering the Port.

The Pilot will deliver to you copies of the Port Rules and the Docks By-laws unless you have these pamphlets in your possession; he will also hand you the official arrival report form which must be filled in and returned to him before the ship reaches Middle Ground Island and, if required, he will produce for your inspection his license, a tide table for the Port and the official Pilotage By-laws.

Your immediate attention is directed to the Port Rules concerning Explosive, Petroleum, Quarantine and Horses and you should inform the Pilot immediately of any infectious disease which has occurred on board, of any dangerous cargo or live stock carried and your ship's draft.

If your engines are Diesel or Semi-Diesel, the pilot is to be informed, as special precautions are necessary with vessel so worked.

You are particularly requested to arrange that there is sufficient steam in your main boilers, and that it shall not be allowed to run down before the pilot or Berthing Master informs you that the engines are no longer required. Non-attention to this warning may involve your vessel in a serious accident, especially when in the Docks Channel or approaching the Dock Entrances.

Your attention is especially invited to the Rules relative to the number of cargo boats and dimensions of rafts of timber permitted alongside and to swing astern of vessels; to the keeping of free passages to all piers, jetties, landing places, wharves, docks and moorings to the keeping of a clear house and to the code of the signals, etc. These regulations must be strictly observed in order that navigation may not be impeded.

Before proceeding into Dock or going alongside the Harbour Wall or Ballard Pier, all boats, accommodation ladders, etc., must be turned inboard and secured.

Should any delay have occurred in the supply of a Pilot to your vessel, you are requested to report the matter at the Deputy Conservator's Office, when an inquiry into the circumstances will be instituted.

Pilots are forbidden to receive any gratification from Masters of Vessels or others with whom they may be brought in contact in the execution of their duty and the acceptance of gratuity by a Pilot, will, if brought to the notice of the Trustees of the Port, lead to his instant dismissal.

The Admiralty and Indian Notices to Mariners are obtainable free on personal application by Masters of Vessels or their representatives at the office of the Principal Officer, Mercantile Marine Department, Bombay District, Government of India Offices Bldgs., Maharshi Karve Road, Bombay No. 1.

The Telegraphic Weather Report when issued can be seen at the Deputy Conservator's Office and at the Dock Master's Offices, Prince's and Victoria and Indira Docks.

The Customs Departmental Code of Signals is attached as an Appendix to the Port Rules.

You are requested kindly to return this copy to the Pilot when leaving Port if you do not require it any longer.

F. J. BALAPORIA,
Deputy Conservator of the Port
of Bombay.

The following are declared to be the limits of the Port of Bombay under Section 5 of the Indian Ports Act, 1908 (XV of 1908) :—

*To the North :—*From the boundary pillar south west of and near to the village of Trombay the shore of Trombay Island to Pir Pau, thence the shore of Trombay Island to the boundary, pillar situated in Survey No. 42 of Anik village, and thence a line across the Mahul Creek to the boundary pillar situated on the south bank of Chandni Creek.

*To the West :—*The eastern shore of the Island of Bombay from the boundary pillar situated on the south bank of the Chandni Creek to the southern extremity of Colaba point, thence the shore of Back Bay to Malabar Point, thence a line drawn to the Bombay Floating Light at a position approximately Lat. $18^{\circ} 50' N.$, Long. $72^{\circ} 44' E.$, and continued to the boundary pillar on the west point of Kundari (Kennery) Island and thence the western shore of the Island to the boundary pillar on the south point thereof.

*To the South :—*A line drawn from the boundar pillar on the south of Kundari (Kennery) through the south point of Undari to the boundary pillar on the main-land south of the village of Navagam (Nevedar Navgaon).

*To the East :—*From the boundary pillar situated south of Navagam (Nevedar Navgaon) the western and northern shore of the mainland to the boundary pillar north-east of the Thull Knob Beacon, then a line across the Dharamtar Creek to the boundary pillar on the south end of the Island of Karanja thence the western shore of the Island of Karanja to the boundary pillar situated at the northern-most point of the Island, thence 1200 metre along a line from the boundary pillar situated at the northern point of the Karanja Island to the boundary pillar on the north-west point of Hog Island, thence a line across the Uran Mud Flats to a position approximately Lat. $18^{\circ} 53' 54'' N.$ Long. $72^{\circ} 56' 30'' E.$, on the north shore of Karanja Island, thence along the northern shore of Karanja Island to the bridge on Panvel-Uran Road at a position approximately Lat. $18^{\circ} 55' 42'' N.$ Long. $73^{\circ} 0' 30'' E.$, thence a line along the bridge across the creek to the shore on the north bank of the creek and thence the southern, western and northern shore of the mainland to a position

BOMBAY PORT LIMITS

approximately Lat. $18^{\circ} 58' 54''$ N. Long. $73^{\circ}-1' 12''$ E. on the north shore of Nhava and thence a line across the Panvel and Thana Creeks to the Boundary pillar south-west of and near to Trombay village.

Port limits are extended to and include all water and land usually covered by water within the Prince's Victoria and Indira Docks and any extension of the Docks.

Note :- The word "shore" is intended to mean the high water mark as defined in the Indian Ports Act, 1908. Section 4, (4) i. e. the highest point reached by ordinary spring tides at any season of the year.

Govt. of India, Notifn., Ministry of Shipping & Transport
(Transport Wing) No. 8-PGA (104)/70-1 dated 28-10-1972.

CHAPTER I

Rules Framed Under the Provisions of Section 6 of the Indian Ports Act. 1908

For the purposes of these rules, the Docks Channels are bounded as follows :—

Prince's and Victoria Docks.

On the North—By a line drawn through two transit poles surmounted by cones fixed on the east and west sides of the Prince's Dock and continued to the eastward.

On the East—By the east side of Cross Island in transit with the Dolphin Rock Lighthouse.

On the South—By a line drawn from the centre of the gable at the north-east corner of No. 13 shed, the round venetian window in the middle of which is painted white, to North Channel Beacon, thence on a line with the North Channel Beacon in transit with the lighthouse tower on the Island.

On the West—From the steps about 600 feet south of Victoria Dock entrance to the north transit line or about 450 feet north of the Island between the Prince's Dock Gates.

Centre —By two transit poles surmounted by discs.

Indira Dock

On the North—By a line from the northern pier head of Indira Dock for 800 feet to a red buoy marking the end of the dam and thence towards the black buoy marking the south end of Cross Island Reef.

The expression "the port" means the "Port of Bombay".

Vessels entering or leaving or being moored in Port

1. Pilots shall take vessels to sea from clear berths or bring them into port only on nights when the lights are visible and reasonably distant objects discernible.

2. Vessels arriving without a pilot shall anchor to the eastward of the Sunk Rock Lighthouse.

2A Scrap cinema and Camera films other than those of cellulose, acetate or other safety base shall not be permitted to be brought within the limits of the Port unless they are packed in sealed iron or steel drums.

3. Vessels under way shall have both bower anchors and cables clear and ready for use if required.

3A When a vessel is in pilotage charge no ladder either accommodation or pilot should be lowered except with the consent of the Pilot.

3B. All vessels shall keep clear of vessels about to enter or leaving I. N. Docks whilst they are to the Westward of Middle Ground Island and are exhibiting a Black Ball at the yard arm.

Berths, Stations & Anchorages in Port

4. All vessels within the port shall be bound to take up such berths as may be appointed for them by the Deputy Conservator and shall change their berths when required by that authority.

5. The area hereinafter defined shall be reserved in the port as an anchorage for yachts and no vessels other than yachts and small passenger boats shall pass within such limits :—

On the North —By a line drawn from No. 3 Government Slip to the north end of Middle Ground.

On the South —By that portion of a line drawn from the south end of Apollo Bunder parallel to the northern limit contained between the eastern and western limits.

On the East —By a line drawn from centre of Cross Island to west side of Oyster Rock.

On the West —By a line drawn from North Channel Beacon to end of Arthur Bunder.

Striking Masts and Yards, Etc.

6. Vessels moored within the port shall have their jib-booms rigged in, and shall, when ordered by the Deputy Conservator or any of his Assistants,* strike their masts or yards Signals made from the Port Signal Station directing the striking of masts or yards shall be accepted as orders and be obeyed.

Removal and Placing of Anchors, Etc.

7. Anchors shall not be allowed to remain cockbilled and square spars shall not be allowed to hang alongside or astern of vessels.

Vessel taking in particular cargoes.

8. Vessels taking in or discharging ballast or any kind of cargo, within the port, shall be bound to take up such berths as the Deputy Conservator may direct.

9. Vessels when not working cargo at night shall have all open hatchways protected by stout nettings.

Keeping Free Passages.

10. Free passages shall be kept to all piers, jetties, landing places, wharves, quays, docks, moorings and other works and all vessels and boats shall be bound to move, when required, to clear such passages.

11. A clear space, at least 30 yards (27.43M) in width, shall be preserved in front of all landing places.

12. Boats, whether ship's boats, or boats plying for hire, shall not lay alongside any of the piers or landing places longer than is actually necessary to embark or land passengers and their baggage, etc. but will anchor or lay off at a distance of at least 30 yards (27.43M) from such pier or landing place, in order that the approaches thereto may not be obstructed.

*The Assistants to the Deputy Conservator are the Harbour Master and the Dock Masters.

13. Rafts of timber made fast to vessels shall not be allowed to extend more than one hundred feet (30.48M) from the stern, or more than fifty feet (15.24M) from the sides of such vessels.

14. Vessels and boats approaching or passing dredgers and hopper barges exhibiting the "not under control" signal shall give such dredgers and hopper barges a wide berth and shall avoid all interference with their operations.

15. Every ocean-going vessel or tug towing an ocean-going vessel when passing through the Docks Channels shall sound the steam whistle at short intervals as a warning to other vessels to get out of the way, and a vessel at anchor in the stream shall do likewise when getting under way, and it shall be the duty of all such other vessels to see that a free passage is preserved through the Docks Channels for every such ocean-going vessel or tug towing an ocean-going vessel.

16. When the Dock Gates are open a large red signal ball by day, and three red light one above the other by night shall be exhibited at the Prince's or Victoria Dock flagstaffs as warning to vessels to keep clear of ocean-going and other vessels navigating the Docks Channels.

17. Rafts of timber shall not be warped, floated or moved, in any way across the Docks Channels at any time when the Dock Gates are open or when the blue flag is hoisted at the Dock.

18. Free passages shall be kept throughout the fairways and the Channels within the Port of the due width of the navigable water, and fishing stakes and nets shall only be placed under the following conditions and shall not be placed outside the areas comprised within the following boundaries :—

Rules as to Fishing Stakes

(i) Every fishing stake shall be of a sufficient length to project not less than 9 feet (2.74M) above the level of high water, extraordinary spring tides.

(ii) The upper end of each stake shall be surmounted by a basket or other conspicuous contrivance.

Rules as to Moored Nets

(iii) Fishing nets attached to buoys shall not be laid down within the limits of the port outside the areas hereinafter defined.

Rules as to Drift Net Fishing

(iv) Drift or any other description of net fishing shall not be pursued in the fairway of the deep water Channels within the port.

Areas to which Fishing Stakes & Fishing Nets are restricted

(v) Fishing stakes and fishing nets are to be confined to the following areas, which are closed to navigation but in no case will fishing be allowed or boats be permitted to ride within 200 (61M) feet of any of the buoys marking navigable channels.

The buoys specially laid to mark the fishing areas are liable to be withdrawn during the foul season, from 25th May to 30th September.

(1) Off the land of Thull.—

That area comprehended between the mainland of Thull and the following boundary line.—

*On the North and East :—*From a buoy placed at the intersection of the lines Butcher Island Tree in transit with Trombay Ruin and the line of Prongs Light House and the North end of Kansa Island, to the North Point of Kansa Island and from thence along the West shore of Kansa Island to the South Point thereof, from thence along a straight line to Kun-keshwar Peak to where it crosses the East Port limit and from thence the East Port limit to the foreshore near Thull Knob.

*On the West :—*From the buoy marking the Western end of the North Limit along the line of Butcher Island Tree in transit with Trombay Ruin to the point where it intersects the line of Thull Knob Beacon in transit with North Pap Beacon and from that point South (True) to the West Point of Undari Island.

*On the South :—*Along the South Port Limit from the South Point of Undari Island to the mainland.

This area is liable to restriction to conform to the exigencies of the defence of the port and is required to be cleared of craft as necessary during Heavy gun practice.

(2) Off Karanja Island —

That area comprehended between the shore of the Island of Karanja and the following boundary lines viz :—

*On the North ;—*A straight line drawn from North Karanja Buoy through Uran Beacon to Shewa Beacon.

*On the West :—*From North Karanja Buoy along a straight line drawn to the Spoil Ground Light Buoy to a buoy placed at the point where Karanja Beacon is in transit with the boundary pillar on the North end of Karanja Island and from thence to Karanja Beacon, from thence South along an extended line drawn through Green Island and Karanja Beacon to a position with Sunk Rock Light-house in transit with Old Lookout Tower at Colaba, from thence W. N. W. along the line of Sunk Rock Light-house and Old Lookout Tower to a buoy placed at the point where this line of the Spoil Ground Light Buoy and South Karanja Buoy and from thence to South Karanja Buoy.

*On the South :—*A straight line drawn from South Karanja Buoy to a position on the East Port Limit where the boundary pillar on the South end of Karanja bears 49° distant 5 cables in 10 feet L. W. O. S. T.

This area is liable to restriction to conform the exigencies of the defence of the port and is required to be cleared to crafts as necessary during heavy gun practice.

The area of the Spoil Depositing Ground marked by buoys as from time to time required, is to be kept clear and all fishing is prohibited therein.

(3) Off Trombay Island.—

That area comprehended between the following boundaries :—

On the North :—Such of the foreshore of the Island of Trombay as lies within Port Limits and from the S. W. corner of the Island to the boundary pillar on the North side of the mouth of Kharup Creek.

On the East :—The East Port Limit.

On the South :—A straight line drawn from the south end of the Pier at Trombay to the extreme South end of Trombay Island close to Pir Pau tomb, and from thence along a straight line to the most Easterly corner of the Sewree Reclamation, to a point where the West boundary limit cuts the line.

On the West :—A straight line drawn South (True) through the boundary pillar situated near the mouth of Kharup Creek, to the South Limit.

Note :—In the event of development in this area fishing will be prohibited without compensation over such part of whole area, as may be required by the Trustees of the port of Bombay.

(4) Off Colaba.—

(a) That area comprehended within the following boundary lines :—

On the North :—A straight line drawn from the Dolphin Rock Lighthouse to the North Colaba Beacon.

On the East :—A straight line drawn from the Dolphin Rock Lighthouse to the Sunk Rock Light-house.

On the South :—A straight line drawn due East from the South Colaba Beacon until it meets the line drawn from the Dolphin Rock Lighthouse to the Sunk Rock Lighthouse.

On the West :—A straight line drawn from North to South Colaba Beacon.

(b) That area comprehended between the shore and the following boundary lines —

*On the North :—*From the shore to a position, a distance of about 3 cables along a straight line drawn from the Observatory Anemometer Dome to the Sunk Rock Lighthouse and from thence to the South end of the Oyster Rock along the line of Prongs Lighthouse and the South end of Oyster Rock and from the north point of Oyster Rock on an extended line drawn from the end of the Pier at Pilot Bunder through the North end of Oyster Rock for about 4 cables to the East Limit.

*On the East :—*A straight line drawn from the Dolphin Rock Lighthouse to the Sunk Rock Light-house, and thence a straight line from the Sunk Rock Lighthouse to the Prongs Reef Buoy.

*On the South :—*A straight line drawn West (True) from the Prongs Reef Buoy to the line of Thull Knob Beacon in transit with the North Pap Beacon and thence along that transit line to the West Port Limit.

The Northern boundary Westward of the Prongs Light-house is subject to rights acquired by the Development Department.

This area is liable to restriction to conform to the exigencies of the defence of the port and is required to be cleared of crafts as necessary during heavy gun practice.

(5) Off Elephanta Island :—

That area comprehended between the foreshore of the Island and the following boundary lines :—

*On the North and West :—*A straight line extended from the Dolphin Rock Lighthouse through the South point of Butcher Island.

*On the East :—*A straight line drawn from the South end of the pier at Trombay to the Barnacle Beacon and thence a straight line to the south point of Elephanta Island.

*On the South and West :—*A straight line drawn from Green Island to the South point of Elephanta Island.

(6) Off Butcher Island —

That area comprehended between Low Water Mark on the fore-shore of the Island and the following boundary lines :

On the North :—The extension of a line which passes through the north point of Hog Island and Elephanta Reef Buoy.

On the East :—That much of the line of Trombay Ruin and the North end of Butcher Island Pier as lies between the North boundary and the North end of Butcher Island Pier. From the South end of Butcher Island Pier to Butcher Beacon.

On the South :—A straight line drawn from Butcher Beacon to Tucker Beacon.

On the West ;—From the line of the North limit along a straight line drawn from the North-West Butcher Buoy to the West Butcher Buoy, and thence a straight line to the Western fishing stake of the group situated with Tucker Beacon and North Tucker Beacon in transit and Prince's Dock Clock Tower in transit with the Dock Master's Office Building, and from the said Western fishing stake a straight line to Tucker Beacon.

The shore of Butcher Island down to low water spring tide mark is subject to military control and on the foreshore of the Island fishing without special licence is prohibited.

Regulation of Anchoring, Mooring, Etc.

19. All vessels within the port shall moor and unmoor or anchor in accordance with the orders of the Deputy Conservator.

20. Vessels shall not anchor within that portion of the port bounded as follows :—

On the North :—By a line drawn from the extreme Northern point of Kundari (Kennery) Island to the Patch of isolated rock situated near and the North-eastward thereof, and thence to the South brow of Kunkeshvar Hill.

*On the East :—*By the line of coast extending along the foreshore from a point due west of the south brow of Kunkeshwar Hill to the boundary mark erected on the beach close to the fishing village of Navagam at the mouth of a creek about two miles to the south of the south brow of Kunkeshwar Hill.

*On the South :—*By a line drawn westward from the boundary mark above referred to through the southern extreme of Undari Island to the Beacon to the eastward of Kundari (Kennery) Island and thence to the south extreme of the latter, and on the west by the eastern shore line of Kundari (Kennery) Island.

21. Vessels, when moored in port, shall have not less than 60 fathoms on each cable and shall keep clear hawse.

22. Vessels, when moored or at anchor, shall have ranges of both cables on deck ready to be veered immediately if required.

23. Vessels at single anchor shall have a second anchor ready to let go; and while laid up in the stream shall sight their anchor every three weeks.

Regulation of moving and warping

24. All vessels within the port shall be moved or warped from place to place as required and by such means or appliance as may be ordered by the Deputy Conservator.

25. A vessel shall not cast off any warp made fast to her in order to assist the mooring of another vessel without permission from the Pilot charge of such other vessel.

26. Masters of vessels, entering or leaving the Docks, shall be responsible for the maintenance of sufficient pressure of steam to work their engines at full speed, ahead or astern as may be required untill such time as their vessels are berthed in Dock or are clear of the Docks Channels.

**Regulation of the use of Mooring
Buoys, Etc.**

27. No vessel belonging to private owners shall moor at a buoy or take up any of the anchorage west of Middle Ground belonging to the Crown without the permission of the Flag Officer Commanding. Royal Indian Navy, or the Naval Officer-in-Charge, Bombay.

**Regulation of Cargo, Passenger, and
other Boats, etc.**

28. Cargo boats, laden or empty, in more than two tiers of two in each tier shall not be permitted to hang astern of any vessels without the permission of the Deputy Conservator.

29. The master or other person in charge of any vessel, at anchor or moored in the port, shall not allow more than ten cargo or other boats to be made fast to such vessel.

30. Boats, whilst under way, shall observe the rules of the road at sea enacted by His Majesty's Order in Council.

31. When two boats, one propelled by sails and the other by oars, are proceeding on a course which, if continued, will involve risk of collision, the boat propelled by oars shall keep out of the way of the other, but the boat under sail shall use every precaution to avoid accident and, if necessary, shall alter her course.

32. Tugs, when not towing, launches and all boats propelled by steam or other mechanical power shall keep out of the way of all boats not so propelled.

33. Tugs, launches, and all vessels, however, propelled, shall carry the regulation lights enacted by His Majesty's Order in Council.

34. Tugs, launches, and all vessels, propelled by steam or other mechanical means shall be steered from forward of the centre of the vessel, except small motor launches or steam cutters which may be steered from aft. In all cases the helmsman shall be so placed that he may command a clear look-out ahead.

35. Licensed boats shall on all occasions, when it may be practicable, give way to boats belonging to vessels of war or private owners.

Regulation of the use of Fires and Lights

36. Fire shall not be allowed on board any boat lying within 50 yards (45.72 m) of the Dockyard stairs or wharves or within 50 yards (45.72 m) of the wharf in the basin formed within the break-water in the vicinity of the Custom House Bunder or of any of the Docks or Dry Docks in the port.

37. Pitch may be heated in the boats alongside or astern of vessels in port; it must under no circumstances be heated on board such vessels.

38. Unprotected lights shall not be allowed in the hold or orlop of vessels in port loading cotton.

39. Spirits, oil, paints, spirits of turpentine and all inflammable substances shall be stored on board vessels in port in a place of security.

40. Vessels requiring to be steamed shall be moored below the Middle Ground clear of the shipping.

Enforcement and Regulation of the use of Signal

41. All vessels of whatever rig or denomination when under way or at anchor in port shall exhibit the lights enacted under His Majesty's Order in Council.

42. Whistles or sirens shall not be sounded on board any tug launch or other vessel within 200 yards (182.88 m) of any quay, pier or landing place in port except for the purpose of giving warning of proximity or approach to any other vessel.

43. Dredgers at work laying out chains or not under control, and hopper barges similarly employed in attendance on such dredgers and not under control, shall carry the regulation signals enacted by his Majesty's Order in Council.

44. A steam or other vessel, when employed in towing a target, shall by day show from her mast-head a square red flag and from one of her yard-arms two red globes of spherical shapes abreast of each other, the shapes being each at least four feet in diameter. Such vessel when similarly employed shall by night show a red light in place of the flag at her mast-head and two red lights in place of globes or shapes at either yard-arm in addition to her usual mast-head and side lights. All vessels

shall give such vessel a wide berth and avoid passing under her stern or between her and the target.

45. Whenever a fire occurs on board any vessel within the limits of the Port or whenever any vessel within such limits is in distress, or requires assistance from other vessels or from the shore, the signals shown in the following Code of Signals shall be hoisted.

Overheating or smouldering of coal or other cargo in holds or bunkers is to be immediately reported by letter or in person to the Deputy Conservator, and no vessel in this condition may be taken into Dock without the permission of that Officer.

46. The following Code of Signals is prescribed for use in the port and such signals as may be required and necessary shall be hoisted, displayed and observed, as the case may be, by the masters of all vessels in port. In any instance where the particular position of the signal to be used by the master of a vessel entering or leaving the port, or whilst in pilotage charge is not specified, the master shall hoist or display the signal in such position as the pilot in charge shall direct.

Code of Signal

Signals hoisted at the Port Signal Station, to be observed by vessels lying in, entering or leaving the port

Note :—To call up the Port Signal Station vessels shall hoist the Signal Z of the International Code by day, or flash the letter Z by night.

Flags	Meaning
(1) Square white flag with blue cross and blue ball in centre, hoisted at the north or south yard according to bearing.	(1) A steamer in sight.
(2) As above if hoisted in conjunction with a distinguishing flag.	(2) Denotes the Company to which the vessel belongs.
(3) Red Pennant, hoisted at the north or south yard-arm according to bearings when first seen.	(3) A sail in sight.

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(2) As above if hoisted in conjunction with a distinguishing flag.	(2) Denotes the Company to which the vessel belongs.
(3) Red Pennant, hoisted at the north or south yard-arm according to bearings when first seen.	(3) A sail in sight.

Flags	Meaning
(4) Union Jack.	(4) His Excellency the Viceroy or the Governor of a Presidency or Colony is entering the port.
(5) White Ensign.	(5) A British Man-of-war is entering the port.
(6) A Board of Trade Flag.	(6) A Hired Transport is entering the port.
(7) Red, white and blue horizontal stripes (square flag) when hoisted over their number	(7) Recall for His Majesty' or Indian or Colonial Government vessels.
(8) Union Jack with White Ensign under.	(8) A Man - of - War is entering the port, and carries an Admiral's flag or Commodore's pennant.
(9) Blue Ensign.	(9) A vessel of the Indian or Colonial Government is entering the port.
(10) A square flag red and white horizontal.	(10) A foreign Man-of-War is entering the port.
(11) Red Ensign Jack down	(11) A vessel is in distress or on shore.
(12) Pilot Jack.	(12) Pilot vessel is absent from her station.
(13) Square flag white, blue and white (Horizontal stripes) when hoisted over their number.	(13) Recall for merchant vessel.
(14) A red pennant with three white crosses.	(14) English Mail steamer in sight.
(15) Black Ball.	(15) A vessel is about to enter H. M. I. Docks.
(16) Two Black Balls in a vertical line.	(16) A vessel is leaving H. M. I. Docks.

Signal Hoisted at the Dock Flagstaff.

(17) All signals hoisted at the Port Signal station are repeated at the Prince's Dock Flagstaff, and the following is hoisted independent of the Port signal Station for the information of the Veterinary Department, etc.,—

Flags	Meaning
(18) Ensign over flag N at the main mast-head (see para. (1), page 112).	(18) A vessel is entering the port with horses on board.

**Signals to be made by vessels entering the Port.
English Mail**

By day	By night
(19) Red Pennant with 3 white crosses or Royal Mail pennant.	(19) Three white lights vertical, six feet apart to be hoisted close up to the truck or in such a position that they cannot be mistaken for Rule of the Road Lights.

Quarantine

(20) Deleted.

(21) Deleted.

Explosives

By day	By night
(22) A square red flag at the fore truck to remain flying until explosives have been discharged (see para. (7), page 114)	(22) A red light at the fore truck to remain hoisted until the explosives have been discharged.

Petroleum Oil in Bulk

(23) A red flag at the fore and the International Code signal R. K. O. to remain flying until the vessel receives a Gas-free certificate.	(23) A red light at the fore to remain hoisted until the vessel is certified Gas-free.
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Royal Navy or Royal Indian Navy

- (24) (No day signal.) (24) Two white lights at peak.

Hired Transport

- (25) (No day signal.) (25) Two white lights in such position that they cannot be mistaken for Rule of the Road Lights.

Exempt or Special Coasting Pilots' Signals

(British India S. N. Company etc.)

- (26) Square flag red and white horizontal to be hoisted on approaching the Pilot Station and while under way. (26) A red light above a white, 6 feet apart at foremast head at pilot Station and again at Middle Ground and thence while under way.

(The Bombay S. N. Company (1953) Ltd., etc.)

- (27) Square white flag with blue cross at the foremast head to be hoisted on approaching the Pilot Station and while under way. (27) Two lights red above white at foremast head to be hoisted at Pilot Station and again at Middle Ground until berthed alongside the dock wall.

*Note :—*The signals as at (24) to (27) should be hoisted also when leaving the Port.

Vessels for Dock**By day**

- (28) Draft of water.

By Night

- (28) White light over a red light 6 feet apart in such position that they cannot be mistaken for Rule of the Road Lights.

Police Assistance

- (29) S. T. of the International Code at the main. (29) Three lights—white, red, white—hoisted vertically six feet apart, at the main.

Vessels entering or leaving Port by day to be answered by the Prongs Lighthouse

(33) Vessels should call attention by blowing the whistle, and, if necessary, slow down until the signal is answered.

Signals to the Docks by Vessels Entering Dock

(35) Pilots of vessels bound to the Docks should hoist their distinguishing flag half at the aftermast or where best seen, but not at the fore, and when the signal to come on is seen, should pull it close up to the mast-head, blow the whistle and hoist the answering pennant.

(36) A red ball at Prince's or Victoria Dock exhibited close up under the yard indicates gates open, and at the Indira Dock, the lock is open for barge traffic.

- (37) A blue flag hoisted at the mast head at either Dock indicates that the Dock Channel is to be kept clear.
- (38) If, after having been hoisted at the mast-head, the blue flag is lowered to half-mast high, it indicates that the Dock Channel need not be kept clear for at least half an hour.
- (39) If, after being hoisted, the blue flag is hauled down, it indicates that the Dock Channel will not be required unless other vessels arrive.
- (40) A Pilot's distinguishing signal hoisted half way up to the yard-arm indicates that the vessel on which the Pilot may be is to make ready to enter the Dock Channel immediately after the last preceding vessel or after the vessel then entering.
- (41) A pilot signal hoisted close up to the yard-arm, indicates that the vessel on which the Pilot may be is immediately to enter the Dock Channel and proceed towards the Dock.
- (42) If, after having been hoisted up to the yard-arm, the pilot's signal lowered half way down and kept there, it indicates that the vessel is to stop, and not proceed further towards the Dock, unless the Pilot's signal is again hoisted close up, when the vessel shall continue her course into Dock.
- (43) If, after being hoisted close up to the yard-arm, and afterwards lowered half-down, the Pilot's signal is entirely hauled down, it indicates that the vessel is to proceed out of the Dock Channel, and will not be received into Dock that tide, unless the vessel is again signalled to at the south yar-arm.
- (44) Pilot's distinguishing signal will generally be hoisted.
- (45) A Pilot's flag hoisted half-way up at the north yard-arm, indicates that the vessel is to be kept north.
- (46) A Pilot's flag hoisted right up at the north yard—arm indicates that the vessel will be taken into Dock stern first.

By Night

(47) A red flare exhibited at the Prince's or Victoria Dock or a red light at the Indira Dock pier heads signifies danger, and that vessel coming on to the Dock should stop and go out of the Dock Channel.

Three red lights hoisted vertically at the yard-arm at Prince's and Victoria Docks indicate that the Dock Gates are open.

At Prince's Dock

(48) One torch waved round in a circle from right to left is the "Come on" signal for the vessel whose turn has come, and which has been arranged for by the Dock Master. If the torch is waved north of the Prince's Dock pier head after the "Come on" signal has been answered, it signifies "Keep to the northward".

At Victoria Dock

(49) Two torches waved round from left over to right is the "Come on" signal. If these torches are waved at the Lascar's Quarters after the "Come on" signal has been answered, it signifies "Keep to the northward".

At Indira Dock

(50) The ship's name followed by the words "Come on" morsed from the Port Signal Station is the "Come on" signal supplemented when necessary by a torch waved in a circle on the quay.

At Pir Pao Oil Pier

(51) A Red Flag by day or Red Light by night exhibited at the Flagstaff near the landing place at Pir Pao Oil Pier indicates that the ship alongside is actually loading or discharging dangerous petroleum.

While this signal is exhibited no steam launch or vessel with fires or smoking on board is allowed alongside the ship or the Pier

Distress Signals

(52) Whenever a fire occurs on board any vessel within the limits of the Port, such vessel shall immediately hoist by day the two flag signal

D. Q. of the International Code, and by night two red lights in a vertical line one over the other not less than 6 feet apart where they can best be seen from the Port Signal Station, at the same time sending D. Q. by Morse flashing lamp to the Port Signal Station.

(53) Whenever any vessel within the limits of the Port is in distress or requires assistance from other vessels or from the shore such vessel shall make the following signals :—

By Day

Either :—

a gun or other explosives signal fired at intervals of about a minute.

Or a continuous sounding with any fog signal apparatus.

Together with :—

either the International Code signal of distress indicated by N. C.

or the distant signal consisting of a square flag having either above or below it a ball or anything resembling a ball.

By Night

Either :—

a gun or other explosive signal fired at intervals of about a minute.

or a continuous sounding with any fog signal apparatus.

Together with :—

either flames on the vessel (as from a burning tar barrel, oil barrel, etc.)

or rockets or shells throwing stars of any colour or description, fired one at a time at short intervals.

(54) All other signals may be made in accordance with the International Code.

Bombay Storm Warning Signals

(55) The following Storm Warning Signals will be displayed by day and night at the undermentioned places in this port, viz :—

The Port Signal Station.

The north yard-arm of the centre or big flagstaff situated between the Prince's and Victoria Docks.

General System

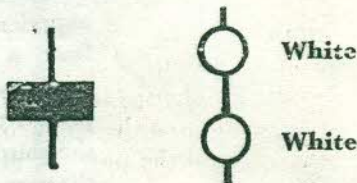
The Meteorological Department will keep Port Officers informed of the latest information with respect to all disturbances and ships officers should apply to them for details to supplement the indication of the signals displayed.

(a) Distant Signals

THESE INDICATE DANGER TO WHICH SHIPS MAY BE EXPOSED AFTER THEY HAVE LEFT THE HARBOUR*

- I. CAUTIONARY :—*There is a region of squally weather in which a storm may be forming.*
- | | Day | Night |
|--|------------|--------------|
|--|------------|--------------|

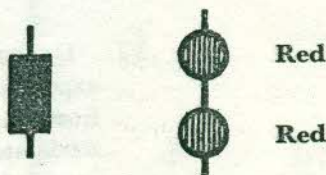
Note :—This signal is hoisted at Ports so situated with reference to the disturbed weather that a ship leaving the port might run into danger during its voyage.



If one of the later mentioned signals is not more appropriate and has not already been hoisted, this signal is hoisted at Arabian Sea Port also when a disturbance from Bay of Bengal is crossing the Peninsula and may develop into a cyclone after entering the Arabian Sea.

- II. WARNING :—*A Storm formed.*

Note :—This signal is hoisted when there is no immediate danger of the port itself being affected, but ships leaving the port might run into the storm.



*But, if in addition to such distant warnings' there is risk of the port experiencing bad weather, the appropriate LOCAL SIGNALS ARE HOISTED in preference to distant signals. For instance, if a port is threatened by squally weather although the storm centre is far away from it, the Local Cautionary Signal III, will be hoisted instead of the Distant Warning Signal II. In general, if the weather situation warrants either of two or three signals, then the highest numbered Signal will be hoisted.

(b) Local Signals

THESE INDICATE THAT THE PORT ITSELF AND THE SHIPS IN IT ARE
THREATENED

- III. CAUTIONARY :— *The port is threatened by squally weather.*

Day

Night



White



Red



Red



White

- IV. WARNING :— *The port is threatened by a storm, but it does not appear that the danger is as yet sufficiently great to justify extreme measures of precautions.*

Note :—The existence of a storm can often be determined before its direction of motion can be fixed. In this case all those Ports which the storm could possibly strike are warned by the signal.

- V. DANGER :—The port will experience severe weather from a storm, of slight or moderate intensity that is expected to cross the coast to the south of the port (or to the east, in the case of Vera-val, the Hooghly Port, Diamond Island, Bassein, Rangoon and Port Blair.)



White



White



Red

- VI. DANGER :—The port will experience severe weather from a storm, of slight or moderate intensity, that is expected to cross the coast to the north of the port (or to the west in the case of the Hooghly Port, Chittagong, Rangoon, Moulmein, Karachi and Port Blair).



Red



White



White

VII. DANGER:—The port will experience severe weather from a storm of slight or moderate intensity, that is expected to cross over or near to the port.

Day



Night



White

Red

White

VIII. GREAT DANGER :—The port will experience severe weather from a storm of great intensity that is expected to cross the coast to the south of the port (or to the east in the case of Veraval, the Hooghly Port, Diamond Island, Bassein, Rangoon and Port Blair).



White

Red

Red

IX. GREAT DANGER :—The port will experience severe weather from a storm of great intensity, that is expected to cross the coast to the north of the port (or to the west in the case of the Hooghly Port, Chittagong, Rangoon, Moulmein, Karachi and Port Blair).



Red

Red

White

X. GREAT DANGER :—The port will experience severe weather from a storm of great intensity, that is expected to cross over or near to the port.



Red

White

Red

XI. FAILURE OF COMMUNICATIONS :—Communications with the meteorological warning centre have broken down, and the local officer considers that there is danger of bad weather.

Day



Night



Red

Regulation of Number of Crew.

47. All vessels afloat within the port shall have on board a sufficient number of crew to perform any duties which may become necessary for the safety of the vessel in regard to veering or heaving in cable, bracing up yards, striking mast and yards, etc., in case of emergency arising.

Regulation of the Employment of Persons Engaged in Cleaning Vessels etc.

48. Masters of vessels shall not send any person or persons into bilges or other confined spaces on board their vessels until such necessary precautions as are laid down in the subjoined directions and extract from the Admiralty Regulations shall have been taken :—

Direction

(a) Unless proper precautions are taken, persons sent down to scrape the bilge of vessels, may lose their lives through asphyxia from the inhalation of mephitic gas. The masters of vessels are, therefore, directed to guard against accidents by pumping water in and out of the bilges opening the manhole doors (under proper precautions) so as to ventilate the bilges, and by such other means as may be necessary in each particular case, and they are to prevent persons from entering the bilges until these precautions have been taken. The particular attention of masters of vessels is drawn to the above directions, as well as to the advisability of telling off some competent persons to see that no one enters the bilges until the bilge-water has been pumped out and that the tindals in charge of boys who are to work in the bilge properly carry out all orders given to them in this respect. The pumping out of bilge-water will not be permitted in the docks.

48A. The owner, master or any person in charge of a vessel in the port or on the break-up hard shall not allow the breaking of such vessel or the commencement of any repairs involving the use of naked lights, gas cutting or welding apparatus to or in the vicinity of the fuel storage tanks or the fuel system or involving the entry of any person into any fuel storage tank of any such vessel wherein petroleum may have been deposited unless such owner, master or other person in charge of the vessel has obtained a vapour-free certificate from the Chemical Examiner, customs House, Bombay.

(b) *Extract from Admiralty Regulations*

Men Cleaning and Coating Double Bottoms

(1229) The following precautions are to be observed while men are engaged in cleaning and coating the double bottoms of an iron ship :

- (a) The air fan with hose is to be freely used for pumping in fresh air before the men are sent down and while they are at work.
- (b) A leading stoker is to be responsible under the Engineer-in-charge of the party that no man enters a compartment unless a light has been held in and left at the bottom of the Compartment for at least five minutes, to ascertain the purity of the air.
- (c) Still greater caution is required when the compartment has only one exit.
- (d) Communication is always to be kept up between the men in the inner compartment and those who have access to the outer air end.
- (e) The men are to be warned that they should leave a compartment immediately the light begins to burn dimly; a candle is to be supplied to each party as a surer test than a lamp since it might be thought that a lamp burnt dimly for want of trimming.

The same precautions are to be taken when examining Boilers and Bunkers.

Employment of Children

49. No persons shall employ children under 12 years of age, upon the handling of goods at piers, jetties landing places, wharves, quays, docks, warehouses or sheds within the limits of the port.

Regulations as to Petroleum

50. The master or other person for the time being in command or in charge of every vessel or boat engaged in taking in or discharging petroleum or having petroleum on board shall take effectual measures for preventing the escape by leakage or other means of such petroleum from any such vessel or boat.

51. Rules Relating to the Control of Vessels in the Port or Bombay Carrying Petroleum and to the Transport, Discharge of Loading of Petroleum in the Port.

PART I

General Rules

For the purpose of these rules :—

- (a) "Part" means a part of these rules.
- (b) "The Trustees" means the Trustees of the Port of Bombay.

(c) "Petroleum" means any liquid hydrocarbon or mixture of hydrocarbons, and any inflammable mixture (liquid, viscous or solid) containing any liquid hydrocarbon; but it does not include any oil ordinarily used for lubricating purposes and having its flashing point at or above two hundred degrees of Fahrenheit's thermometer.

(d) "Certificated Petroleum" means petroleum certified to be non-dangerous petroleum by a certificate of such description as the Governor in Council may, from time to time by written order prescribe, granted at the port of shipment.

(e) "Dangerous Petroleum" means petroleum having its flashing point below seventy-six degrees of Fahrenheit's thermometer.

(f) "Fuel Oil" means petroleum having flash point of not less than 150° F. and ordinarily used as fuel in engines or furnaces.

(g) "Petroleum in Bulk" means petroleum in quantities exceeding 500 gallons contained in any one receptacle.

(h) "General Guarantee" means a guarantee in the form printed as Appendix "A".

(i) "Vessel" includes anything made for the conveyance by water of human beings or property.

(j) "Bulk Oil Vessel" means a vessel licensed to carry petroleum in bulk as cargo.

(k) "Country Craft" means small sailing vessels such as patimars battellas, cotias, baghlas and fore and aft square-rigged vessels of under 300 tons net register, which carry cargo to or from Indian Ports, but does not include craft licensed to carry cargo in the Port of Bombay such as cargo boats or barges.

(l) "Cargo Boat" means a vessel licensed under section 79 of the Sea Customs Act (VIII of 1878) to land and ship merchandise in the port.

(m) "Port" means and includes every portion of the port of Bombay.

(n) "Deputy Conservator" means Deputy Conservator or other officer duly appointed by the Trustees to administer the provisions of the Port Rules, or any person having authority to act in such capacity.

(o) "Owner" means the Owner, Agent or Master of Bulk Oil Vessel, or the Owner or Agent of the petroleum, as the case may require.

(p) "Docks By-laws" means the by-laws framed by the Trustees for the regulation and management of the Docks of Bombay Port Trust, made under the provisions of section 73 of Act VI of 1879 (the Bombay Port Trust Act, 1879).

2. Nothing in these rules shall apply to a bulk oil vessel granted a Gas Free Certificate by the Inspector of Explosives or the Assistant Inspector of Explosives West Circle Bombay, or any other officer appointed in this behalf by Government, which has not carried petroleum since such certificate was issued.

3. With the exception of Rules 5, 8 and 10 of this Part nothing contained in these rules shall apply to vessels carrying or loading fuel oil as bunkers, provided that the Docks By-laws are complied with and that the fuel storage tanks and installation comply with the Regulations on the subject and that not other petroleum is carried except in small quantity as ship's stores.

4. Nothing in parts II, III or V of these rules shall apply to vessels carrying fuel oil which has a flash point of not less than 150°F unless the vessel carries or has carried other petroleum in bulk since obtaining a Gas Free Certificate.

5. Bunkering of vessels with fuel oil in the Port by means of cargo boats will be permitted provided that—

(a) The cargo boats used conform to the specification in Appendix "B" to these rules and have been approved and licensed by the Deputy Conservator.

(b) No smoking, cooking, naked light or forges shall be allowed in the cargo boat while pumping is in progress.

(c) A suitable gutter or other contrivance shall be placed under the connecting service pipe to prevent any oil or oily water from leaking into the Port.

(d) The bilges of an oil cargo boat shall not be pumped when such cargo boat is in any confined waters or is alongside any bulk oil ship or tug.

(e) The cargo boats shall carry an ample supply of buckets of sand.

6. Vessels which do not enter the Bombay Port Trust Docks or are unable to berth alongside the Oil Berths at Indira Dock Harbour Wall will be permitted, in special cases, to bunker in the Harbour with fuel oil from bulk oil steamers on application to the Trustees through the Deputy Conservator, provided a guarantee is given by the Owner of the bulk oil steamer supplying the bunkers and also by the Owner of the steamer receiving bunkers, indemnifying the Trustee from all damage and cost in respect of all accidents and injuries to any person or property caused by or during the harbour bunkering of any vessel or vessels.

Such indemnity shall extend to the officers and servants of the Trustees.

7. The Master of every vessel carrying petroleum other than fuel oil shall, on nearing the Harbour and during the time that such ship remains in the Harbour, display by day a Red Flag and by night a Red Light, at the foremast-head or where it can best be seen but not less than 20 feet above the deck, in addition to any navigation lights which may be required by any other Regulations, Rules or By-laws.

8. The Master of every vessel carrying petroleum shall, on entering the Port, deliver to the Pilot before reaching Sunk Rock Light-house a written declaration over his signature stating—

- (a) What quantity of petroleum the vessel is carrying;
- (b) Whether any and, if so, what quantity of it is "dangerous petroleum".
- (c) Whether any and, if so, what quantity of it is "Certificated petroleum".
- (d) Whether any and, if so, what quantity of it is petroleum having a flash point of not less than 150° F ;
- (e) What quantity of petroleum [specifying whether any and, if so, what part of it belongs to each of the classes (b), (c), (d)] it is intended to land at this Port or at any other Port in India :

provided that no such declaration by the Master of the vessel shall be necessary if, in anticipation of her arrival, the Agent for the vessel delivers to the Deputy Conservator a written declaration as aforesaid over his signature, or in the case of fuel oil carried as fuel for the vessel, that it is covered by a General Guarantee in accordance with Appendix "A" filed in the Port Trust Office.

9. If any petroleum to be landed at Bombay or any Port in India be certificated petroleum the Master or Agent of the vessel in which it is carried shall deliver to the Pilot or Deputy Conservator, as the case may be, along with his declaration the certificate relating to such Petroleum, unless such certificate shall previously has been forwarded direct from the Port of shipment.

10. Every certificate and declaration delivered to a Pilot under Rules 8 and 9 above shall be made over by him without delay to the Deputy Conservator and all certificates, and declarations received by the

Deputy Conservator shall with all convenient despatch be forwarded by him to the Chief Customs Officer.

11. Every vessel having petroleum other than fuel oil on board as cargo whilst moored in the Port shall keep the end of a wire hawser having an eye, paid out to the water's edge at the bow and stern to enable a tug to take hold in case of emergency, and in the case of a vessel lying at the Pir Pao Oil Pier she shall, in addition, have securely shackled to her bower cable an offshore mooring, if any when considered necessary by the Deputy Conservator.

12. Every vessel having petroleum other than fuel oil on board as cargo when discharging or loading or while hatches are open shall have her fire hoses connected and all fire extinguishing appliances ready for immediate use and if the petroleum being loaded or discharged or stowed in the holds is dangerous petroleum, all awnings shall be furled. No smoking shall be allowed on board and no other vessels with lights or fires or persons smoking on board shall be allowed within one hundred yards of a vessel loading or discharging dangerous petroleum.

13. No bulk oil vessel carrying petroleum or fuel oil for discharge shall be taken alongside the wharf or into dock until permission to discharge the same has been received from the Chief Customs Officer.

14. No fire or naked lights (except fires in the galley and boiler-rooms and electric light) shall be allowed on board any bulk oil vessel when in the Port until the vessel has been cleansed inside from petroleum and vapour of petroleum, and if loading or discharging dangerous petroleum, the conditions laid down in part II of these Rules must be complied with.

15. Every bulk oil vessel shall be berthed half a mile east of the shipping in the Port and, if carrying dangerous petroleum, in the special anchorage set apart for dangerous petroleum, until taken alongside a wharf to discharge and also, after discharging the petroleum, until the vessel is cleansed or proceeds direct to sea, provided that a bulk oil vessel, on completion of the discharge of all dangerous petroleum in excess of 20 gallons retained in ship's stores, may be placed alongside an oil berth at the Harbour Wall to bunker or to discharge or load general cargo in accordance with the provisions of the Docks By-laws on her Master certifying that all tanks which contained dangerous petroleum have been steamed out and ventilated and that the hatches of all such tanks are closed down gas-tight.

16. The Master of every bulk oil vessel shall observe the following precautions regarding oil tanks, namely :—

(1) So long as there is petroleum, or dangerous vapour in a tank, he shall keep the hatches of such tank, and the manholes or other apertures to such tanks, locked or otherwise fastened in a manner satisfactory to the Deputy Conservator, provided that, subject to the provisions of clause (2) of this Rule, he may cause them to be opened for the purpose of taking on board or discharging petroleum, or cleaning the tanks or for other sufficient reason.

(2) He shall not allow any person to enter a petroleum tank unless :—

(a) such person wears safety helmet of a description approved by the Government ; or

(b) “the Inspector of Explosives or the Assistant Inspector of Explosives, West Circle, Bombay or any other officer appointed in this behalf by Government, having examined the tank with aid of a vapour-testing instrument, has certified it to be free from dangerous vapour.

17. During the time that any bulk oil vessel is in the Port a responsible officer and engineer must always be on board night and day to carry out and give effect to the provisions of these Rules. In the absence of the Master, the responsible officer is the senior deck officer on board. When loading or discharging is proceeding or about to be started, it is absolutely essential that the Master or Chief Officer and either the Chief or Second Engineer must be on board and see that every necessary precaution is taken for the safety of the vessel and her cargo, and during all such time the engines, boilers and machinery shall be maintained in working order so that the vessel may be moved (in case of a vessel loading or discharging Dangerous Petroleum as soon as steam can be raised) if so required by the Deputy Conservator.

18. If so required by the Deputy Conservator a bulk oil vessel alongside an oil berth shall at any time and from time to time be removed to the anchorage appointed for bulk oil vessels and when the petroleum has been discharged, the vessels shall, as soon as possible, leave the oil berth and be taken to the appointed anchorage and remain there

till cleansed, unless she is proceeding to sea; provided that if she has discharged her petroleum cargo she may, with permission from the Deputy Conservator, cleanse her tanks alongside the oil berth, due precautions being taken to prevent the discharge of oil, oily water or refuse on to the shore or into the Harbour.

19. No bulk oil vessel shall be taken amongst the other shipping unless proceeding to an oil berth (or in the case of a vessel carrying fuel oil only, into dock) until her Master produces a certificate from the Inspector of Explosives or the Assistant Inspector of Explosives, West Circle, Bombay, or any other officer, appointed in this behalf by Government that he has examined the tank with the aid of a vapour-testing instrument and that the vessel has been found entirely clear of petroleum and vapour of petroleum and is in a fit state to enter dock. All bulk oil vessels proceeding to dry dock must produce such a certificate.

Provided that a bulk oil vessel which has not carried petroleum of a flash point below 150° F. since her last gas-free certificate was granted and which is entering Dry Dock for the purpose of hull painting and examination only, will be admitted into Dry Dock on a certificate issued by the Master of the vessel stating that the tanks have been properly cleaned out. If after entry into Dry Dock it should transpire that the vessel requires more extensive repair a gas free certificate signed by the said Inspector of Explosives, Assistant Inspector of Explosives or other officer appointed by Government in this behalf must be produced before such repairs shall be started.

20. Vessels having on board petrol in quantities which are reasonably necessary for use with emergency dynamos and emergency wireless transmitters and other domestic requirements will be permitted to proceed to any anchorage.

21. Any vessel, having petroleum, (dangerous or non-dangerous or both) in bulk on board for discharge partly at the Port of Bombay, and partly at a Port or Ports other than Bombay, may proceed to the special berth allotted for the purpose of discharge of petroleum in bulk without having first temporarily discharged the petroleum in bulk carried by her for the Port or Ports other than Bombay, but dangerous petroleum for the other Port or Ports shall not in any circumstances without the special permission of the Deputy Conservator be moved from the tank or tanks containing it or be opened up for any purpose whatsoever.

22. When petroleum is discharged or loaded in bulk, its removal from or to the vessel shall be effected by means of a hose and metal pipe suitable and prepared for the purpose, and it shall be pumped into storage tanks. Except in the case of dangerous petroleum and in cases where discharge is interrupted to shift berth in accordance with orders from the competent authority the discharge or loading of petroleum in bulk shall be continuous, day and night, until completed, weather and appliances permitting. In the case of dangerous petroleum, discharging or loading may be continuous day and night, but provisions of Part II of these rules shall be strictly observed.

23. When pumping petroleum at night, electric light only shall be used ; and when the vessel has finished discharging or loading dangerous petroleum or non-dangerous petroleum having a flash point below 150 degrees F., the pipe to the storage tanks shall immediately be emptied of petroleum by the vessel's pumps flushing water at least as far as the boosting pump on shore. If for any cause the discharge or loading of petroleum is at any time suspended arrangement must be made by means of a valve for effectually preventing any of the oil left in the pipe from escaping.

24. A bulk oil vessel having on board only non-dangerous petroleum, shall be permitted to discharge under its own power.

24-I. A bulk oil vessel, while discharging non-dangerous petroleum shall be permitted simultaneously to load and unload general cargo in accordance with the provisions of the Docks By-laws if the vessel be berthed at the Harbour Wall.

25. A bulk oil vessel shall be permitted to discharge dangerous petroleum under its own power subject to the conditions laid down in Part II of these rules.

25-I. A bulk oil vessel, when carrying but not while discharging or loading dangerous petroleum, may load or unload general cargo, provided that :—

(a) the vessel is berthed at Pir Pau Oil Jetty or in the special anchorage set apart for the purpose ; and

(b) the Master certifies in writing that the general cargo hold is separated from the oil space by an isolating cofferdam and no tank lids whatever are open ; also that the general cargo hold has been thoroughly ventilated and rendered free from inflammable vapour.

26. (a) A bulk oil vessel will not be permitted to berth for the purpose of discharging bulk petroleum through the Trustees' pipe line unless the consignees furnish a certificate to the Deputy Conservator that they have at their disposal sufficient licensed tank storage capacity available to accommodate the total quantities of the individual Petroleum Products manifested for discharge at Bombay. The particular licensed tank storage into which the bulk oil is to be discharged and the capacity available must be specified and the quantities to be discharged must be stated on the certificate.

Should it appear to the Trustees' Chief Engineer, during the course of discharge, that for any reason the particular licensed tank storage capacity is insufficient to accommodate the quantities manifested to this Port, he may stop the vessel discharging through the Trustees' pipe lines and the vessel will be liable to be removed from the berth at the discretion of the Deputy Conservator in respect of vessel berthed at Pir Pao and by the Docks Manager in respect of vessels berthed at the Harbour Wall.

(b) A bulk oil vessel berthed at Pir Pao Pier or at any of the Indira Dock Harbour Wall Berths or "K" Berth, Prince's Dock, for the purpose of discharging petroleum, shall discharge such cargo with due diligence, i. e. at rates not less than the following :—

If berthed at Pir Pao Pier :—

Kerosene through the 8 pipe line, 93 tons per hour.

Kerosene through the 10 pipe line, 140 tons per hour.

Petrol through the 10" pipe line when using ship's power, 130 tons per hour.

Petrol through the 10" pipe line when using shore steam, 100 tons per hour.

If berthed at "K" Berth, Prince's Dock :—

Fuel Oil and Diesel Oil—86 tons per hour.

If berthed at Indira Dock Harbour Wall Berths —

Kerosene through the 8" pipe line, 73 tons per hour.

Fuel Oil through the 8" pipe line, 90 tons per hour.

Fuel Oil through the 10" pipe line, 120 tons per hour.

Failure to discharge these cargoes at the above rates will render the vessel liable to be removed from the berth at the discretion of the

Deputy Conservator in respect of vessels berthed at Pir Pao and by the Docks Manager in respect of vessels berthed in the Docks or at the Harbour Walls.

Note:— Stoppage of discharge under Rule 26(a) or (b) of Part-I of these rules will not relieve the Master of the vessel from flushing of the pipe in accordance with Rule 23 of Part-I of these rules.

27. When petroleum other than fuel oil imported otherwise than in bulk is landed, it shall be landed either at berths provided for the purpose or in cargo boats and except where electric light is exclusively used only after sunrise and before sunset, and only at such place or places as the Deputy Conservator shall direct, subject to any customs notification that may, for the time being, be in force; provided that where cargo boats are utilised the conditions and precautions prescribed in Part IV of these rules shall be observed.

28. Petroleum may be transhipped from one vessel to another for conveyance to any other Port, whether within or beyond the limits of India provided that the petroleum shall not be transhipped between sunset and sunrise, except when electric light is exclusively used, and provided further that the precautions laid down in Part IV of these rules shall be observed, and that dangerous petroleum, whether in bulk or otherwise, shall not be transhipped under any circumstances between the hours of sunset and sunrise.

29. Subject to the preceding Rules and to the Docks By-laws, nothing in these rules shall prohibit the entry into the wet docks of any vessel carrying fuel oil in bulk when the Master or Agent for the vessel produces a certificate in the form hereto annexed, to the effect that the fuel oil so carried has its flashing point not less than 150° F. by approved test.

Provided that if the vessel has recently carried petroleum of a flash point below 150° F. in any tank without having such tank certified gas free, these Rules shall apply until the vessel has been properly cleansed and is entirely clear of petroleum and vapour of petroleum and certificate in regard thereto required by Rule No. 19 of this Part has been produced.

Form of Certificate

- (1) Quantity of fuel oil in vessel.
- (2) Description of oil.
- (3) Specific gravity of oil.

- (4) Number of samples taken.
- (5) Flash point by approved test.
- (6) Signature of Officer making above test.
- (7) Vise of Government Officer or Consul or signature of the Company's Chief Resident Chemist and the counter-signature of the General Manager of the local refinery of works.

30. No steamer carrying inflammable cargo other than petroleum and its products shall, while within the Port, tow a cargo boat carrying petroleum in bulk.

31. No steamer towing a cargo boat carrying petroleum in bulk shall, while within the Port, at the same time tow any other cargo boat carrying inflammable cargo other than petroleum and its products.

32. Rules 30 and 31 of this Part shall not apply to fuel oil.

33. Nothing in these Rules shall entitle any vessel to a lien on a particular berth.

PART II

Special Rules relating to Bulk Oil Vessels discharging or loading Dangerous Petroleum within the Harbour.

1. Before any dangerous petroleum is landed or loaded the Owner shall give due notice to the Deputy Conservator.

2. Except as provided in rule 28 in Part I of these Rules dangerous petroleum in bulk shall only be loaded or discharged at Pir Pao Oil Pier.

3. Before any dangerous petroleum contained in casks, barrels or other containers is landed, the holds of a bulk oil vessel having on board such containers shall be thoroughly ventilated and after all dangerous petroleum has been removed from any bulk oil vessel the holds and tanks shall be rendered free from inflammable vapour.

Provided that this Rule shall not be deemed to require to be free from inflammable vapour the tanks of a bulk oil vessel which leaves the Harbour without delay after the discharge of dangerous petroleum.

4. (a) Dangerous petroleum may be discharged by day or night, subject to the provisions of part II, Rule 6, but such discharge must commence not less than one hour before sunset and should anything occur during such discharge after sunset to necessitate a repair to the plant, pipes or connections or to interfere in any way with the uninterrupted discharge of the dangerous petroleum such discharge shall be discontinued until after sunrise.

(b) Bulk oil vessels which conform to the requirements of Appendix "C" to these rules shall be permitted to discharge by steam from their own boilers or by internal combustion engines placed in a position remote from cargo holds and pump rooms but bulk oil vessels not so conforming shall discharge by means of steam from the boiler on the Pier. This steam shall not be used except for pumping dangerous petroleum.

(c) In bulk oil vessels conforming with Appendix "C" and having the cargo pump driven by electric motor, the electric motor must be of approved design and its connections shall be isolated from the cargo pump by a gas-tight bulk head of sufficient height to preclude the possibility of inflammable vapour entering the motor compartment. A gas-tight gland shall be fitted where the driving shaft passes through the bulkhead.

Note :—Before any bulk oil vessel is permitted to discharge dangerous petroleum under its own power as mentioned in rule 4 above special permission must be obtained from the Port Authority (through the Deputy Conservator)

5. In the event of it being necessary to interrupt pumping in order to raise steam on board, the oil pipes in the vicinity of the vessel shall be flushed with water and the valve on the Pier Head shall be closed before the boiler fires are lighted.

6. The use of electric power while loading or discharging dangerous petroleum is not permitted unless the vessel's electrical installation complies with Lloyds or other approved Society's requirements for electric fittings for ships carrying oil having a flash point less than 150° F.

7. Every vessel discharging dangerous petroleum shall be fitted with a by-pass valve on the discharge side of the pump having a connection back to the ship's tanks.

8. From the time when the holds or tanks of a bulk oil vessel are first opened for the purpose of loading or landing dangerous petroleum until such time as all dangerous petroleum shall have been loaded into or removed from such holds or tanks and the holds or tanks shall have been securely closed down and, in the case of landing rendered free from inflammable vapour as required by this rule, there shall be no fire or artificial light on board such ship or at or near the place where the dangerous petroleum is being loaded or landed.

Provided that this rule does not prohibit boiler fires in the case of vessels conforming to the requirements of Appendix "C" of these Rules.

And provided that this Rule shall not prevent the use of lamps heaters, cookers, or other similar type of safe apparatus, electric or otherwise, so designed, constructed and maintained as to be incapable of igniting inflammable vapour.

9. The Owner shall take adequate steps to prevent any person under his control from smoking at or near the place where dangerous petroleum is being landed or loaded and to prevent any person engaged in such landing or loading from carrying fuses, matches, or any appliances whatsoever for producing ignition.

10. No dangerous petroleum contained in casks, barrels or other vessels shall be landed or loaded unless such vessels are staunch and free from leakage, and are of such strength and construction as not to be liable to be broken or to leak, except in case of gross carelessness or extraordinary accident.

11. All pipes and other appliances used in the landing or loading of dangerous petroleum in bulk shall be free from leakage.

12. When the landing or loading of dangerous petroleum has been commenced such landing or loading shall be proceeded with, with due diligence (see rule 26 Part I), and if it is discontinued the tanks and holds of the petroleum ship shall immediately be closed.

13. No dangerous petroleum contained in casks, barrels, or other vessels shall be landed at any quay until the ship or carriage by which the same is to be removed therefrom shall be at the place in readiness to receive the same, and all dangerous petroleum landed shall

be forthwith removed therefrom or to some duly licensed place of storage.

14. No dangerous petroleum shall be brought to the place of loading until the petroleum ship into which it is to be loaded is in readiness to receive the same.

15. No dangerous petroleum shall be discharged or allowed to escape into the waters of the Harbour.

16. The Master or Owner shall take all due precautions for the prevention of accident by fire in landing or loading dangerous petroleum.

17. Iron or steel hammers or other instruments capable of causing a spark shall not be used for the purpose of opening or closing the hatches or tank lids of a petroleum ship, nor shall the chipping of iron rust or paint be carried on in the vicinity.

Fires and lights not to be used on Quay :—Fires and lights other than electric filament lamps, and/or self-contained electric lamps heaters, cookers or other similar type of safe apparatus, so designed, constructed and maintained as to be incapable of igniting inflammable vapour, shall not be used upon the quay upon which dangerous petroleum is being landed or loaded, or upon which dangerous petroleum is lying.

Red Flag or Red Light exhibited on Pir Pao Pier :—Whilst a bulk oil vessel is actually engaged in discharging or loading dangerous petroleum or cleansing her tanks or venting vapour from opened tanks at Pir Pao Oil Pier a Red Flag by day or a Red Light by night will be exhibited on the flagstaff near the landing steps.

No steam launch or vessel having fires, lights or persons smoking on board shall be allowed within 100 yards of such vessels or alongside the Pier while this signal is exhibited.

Distance between ships :—Two or more petroleum ships shall not, except for purpose of transhipment, lie within 100 feet of one another unless in the opinion of the Deputy Conservator it is impracticable to maintain such distance.

Superintendence :—For the safer loading and unloading of dangerous petroleum and for the prevention of accident by fire or explosion the Deputy Conservator may appoint a person to superintend and enforce the observance of these rules during the discharge or loading of dangerous petroleum and the Owner of the vessel shall be liable to pay to the Trust the reasonable expenses of such superintendence. Such superintendence shall not attach any legal liability to or constitute the acknowledgment by the Trustees that the Rules have been observed and shall not release the Owner or Master of the Vessel from responsibility for failing to observe the Rules.

Inspection : The Owner shall, when so required by the Deputy Conservator, or other official authorized by the Port Authority, afford every reasonable facility to enable such official to ascertain whether these rules are duly observed.

Note :—*Watch*.—Attention is invited to Rule 17 of Part I of these Rules.

PART III

Special Rules relating to vessels carrying petroleum other than bulk oil vessels country craft and cargo boats.

1. Vessels arriving in Port with, or loading or discharging dangerous petroleum in tins, metal barrels or other containers, shall be anchored in the Dangerous Petroleum Anchorage.

2. Vessels shall not load or discharge dangerous petroleum in tins metal barrels or other containers except between the hours of sunrise and sunset.

3. Vessels arriving in Port, with or loading or discharging non-dangerous petroleum in tins, metal barrels or other containers shall be anchored in such place as the Deputy Conservator may direct.

4. General cargo and non-dangerous petroleum in tins, metal barrels or other containers may be loaded or discharged simultaneously provided that they are contained in separate holds, but during the loading or discharge of dangerous petroleum no other cargo shall be loaded or discharged.

5. Under certain conditions as governed by the Docks By-laws vessels having non-dangerous petroleum in tins, etc., and general cargo

on board may be allotted berths at the Harbour Walls of the Docks where in addition to the provisions of the said Docks By-laws, the following precautions must be strictly observed :—

- (i) That when general cargo is being loaded or discharged, the hatches or compartments in which non-dangerous petroleum is carried, are kept securely closed and *vice versa*.
- (ii) That special arrangements to maintain a thoroughly efficient watch and ward are made by the ship and all necessary precautions against fire and smoking are strictly observed whilst the vessel is at the wharf berths.
- (iii) Every care is taken to safeguard the ships at the adjoining berths.

6. Vessels may load or discharge non-dangerous petroleum in tins, metal barrels or other containers between the hours of sunset and sunrise, provided that no lights of any description other than electric lights are used either on board the vessel or any cargo boat alongside.

7. Subject to the provisions of the Docks By-laws vessels which have discharged dangerous or non-dangerous petroleum in tins, metal barrels or other containers, shall not be transported from the anchorage at which such discharge took place to the Dock or Harbour wall Berths until the Master has certified in writing that the bilges of the holds from which such dangerous or non-dangerous petroleum was discharged, are free of petroleum and petroleum vapour. The Trustees, however, reserve the right to be furnished with further certificate issued by the Inspector of Explosives or the Assistant Inspector of Explosives, west circle, Bombay or any other officer appointed in this behalf by Government that the holds or compartments in question are free of petroleum and petroleum vapour and that in his opinion the vessel is in a fit state to enter dock or come alongside a Harbour Wall Berth.

*Note :—*See Rules 7, 11 and 12 of part I of these Rules which also apply.

PART IV

Special Rules relating to Cargo Boats

1. No fire or light of any description other than lights required by the Port Rules or any detonating article or substance whatsoever or matches, shall be allowed on board any cargo boat while being used

for the transport of or when loading or discharging dangerous petroleum.

2. No cargo boat used for carrying of dangerous petroleum shall be fitted with a caboose for cooking purposes when engaged in such work.

3. Dangerous and non-dangerous petroleum shall not be transported at the same time on a cargo boat unless the containers for non-dangerous petroleum are of the same type prescribed for dangerous petroleum as laid down in rule 27 of the Petroleum Rules, 1937. In the case of dangerous and non-dangerous petroleum being transported at the same time on a cargo boat in accordance with the condition prescribed above, non-dangerous petroleum shall be treated as dangerous petroleum.

4. Leaky tins containing dangerous petroleum shall not be loaded into a cargo boat containing sound tins.

5. The bilges of every cargo boat which has carried a cargo of petroleum shall, immediately after the cargo boat has been unloaded, be thoroughly cleared of all traces of such petroleum and dried and the holds shall be thoroughly ventilated, provided that in the case of a cargo boat specially constructed and employed in carrying petroleum in bulk this precaution shall not be necessary until the cargo boat has completed its work on the whole consignment of petroleum which it has been engaged to carry.

6. Cargo boat into which dangerous petroleum has been loaded from any vessel or wharf shall not be permitted to leave from alongside such vessel or wharf except during day-light and not later than a time which will enable the cargo boat to arrive before sunset at the place at which the dangerous petroleum is to be discharged.

7. Every cargo boat having any quantity of dangerous petroleum or other petroleum in bulk on board shall exhibit from sunrise to sunset a large square red flag from a mast not less than 15 feet above the deck.

8. The hatches of every cargo boat having dangerous petroleum on board shall be and remain battened down and covered with tarpaulins at all times save when actually loading or discharging petroleum.

9. Every cargo boat, other than a motor-propelled cargo boat, having dangerous petroleum on board shall be transported by a tug, and if steam be the motive power of such tug, her funnel top or tops shall be fitted with efficient spark arresters.

10. All towing hawsers shall be made of steel wire or chain and the scope between the stern of the tug and the stem of the nearest tow to her shall not be less than 100 feet.

11. No dangerous petroleum shall be loaded into or transported in cargo boats other than those complying in all respects with the requirements laid down in Appendix "D" to these rules, and approved by the Deputy Conservator.

12. Cargo boats used for the carriage of dangerous petroleum may be propelled by motors fitted to such cargo boats provided (a) that such cargo boats are built in accordance with recognized rules for ship-building, such as Lloyd's Rules or those of the British Corporation, and under the supervision of a responsible surveyor; (b) that the propelling power is situated in the afterpart of the vessel, the compartment in which it is fitted being separated from the hold used for cargo by a cofferdam extending the full width of the vessel and of one frame space in length; (c) that the propelling power is sufficient to enable the vessel to traverse the distance from the loading to the discharging station within two hours and under ordinary conditions of weather; and (d) that such cargo boats comply with the requirements of Appendix "D" to these rules and are approved by the Deputy Conservator.

13. Petroleum other than dangerous Petroleum in bulk shall be transported in a cargo boat which complies with the specification laid down in Appendix "B" to these rules duly licensed for such service and has been approved by the Deputy Conservator.

PART V

Special Rules relating to the carriage of Dangerous Petroleum in Country Craft

1. Dangerous petroleum may be transported from Bombay by country craft in accordance with the provisions of this part.

2. Every country craft with dangerous petroleum on board shall whilst in the Port, exhibit where it can best be seen, a red flag.

3. The dangerous petroleum shall be carried either in (1) 40 gallon steel barrels the screw bungs of which are well fitting and sealed or (2) the usual 2 gallon sealed tins of petrol companies or other containers approved by the authorities or (3) 4 gallon sealed drums. In the case of (1) the barrels shall be loaded with the bungs upwards. In the case of (2) not more than 4 tiers of such tins shall be carried on a vessel. In the case of (3) not more than 3 tiers of such drums, which shall be loaded on their ends with bungs upwards shall be carried on a vessel. The barrels or tins or drums shall be so packed, and dunnage of suitable material as approved by the Port Trust Authorities so inserted as to ensure close storage and prevent any shifting of the receptacles during transit. The barrels or tins or drums shall not be placed within 4 feet of the after-deck.

4. The quantity transported in a single vessel shall not exceed the licensed carrying capacity of the vessel taking into account the weight of the barrels or tins in which the dangerous petroleum is carried. When the dangerous petroleum is carried in 40 gallon steel barrels, five full barrels shall be taken to constitute a ton.

5. All barrels or tins shall be carefully examined and no leaky barrels or tins shall be shipped.

6. Loading shall be done under the supervision of the Harbour Police and shall only be allowed between sunrise and sunset and at such places as may be notified for the purpose.

7. No fire or naked light of any description or smoking shall be allowed on any part of the vessel during the loading or discharge of dangerous petroleum or while lying alongside a wharf.

8. No fire or naked light of any description or smoking shall be allowed on any part of the vessel during the transport of dangerous petroleum except on the small after-deck which shall be enclosed by a solid barrier reaching up to within six inches of the gunwale.

9. No inflammable cargo shall be carried at the same time as dangerous petroleum.

10. Buckets containing sand shall be placed at convenient points on the craft and not less than two such buckets shall be placed on the after-deck.

11. Country craft loaded with dangerous petroleum shall not leave their loading berth except during daylight and with written permission from the Port Trust Authorities which shall not be granted unless there is reasonable probability that the craft will be clear of the shipping in the Port before sunset. No such craft shall anchor within half a mile of other shipping in the Port unless compelled by stress of weather or accident.

APPENDIX "A" TO RULE No. 51.

(Vide Definition and Rule 8, Part I).

Form of General Guarantee

To

THE TRUSTEES OF THE PORT OF BOMBAY

We being ^{Owners}
Agents of the Owners
of the S. S. " " " do hereby declare and warrant
Line of Steamships known as
that in terms of the bunkering contract (s) for the said
S. S. " " "
Line of Steamships the oil suppliers have been and are bound to
supply to the said Ship
Line of Steamships fuel oil of all of which the flash
point is in all cases at or above 150° Fahrenheit and that no fuel oil
except that supplied under the above mentioned contract (s) has been
utilised for bunkering the said Ship
Line of Ship.

This guarantee is a general guarantee and shall continue in force until expressly revoked by us in writing.

Dated this

day of 19

APPENDIX "B" TO RULE No. 51.

Specification for Cargo Boats intended for the carriage of petroleum other than dangerous petroleum in bulk.

(a) Self-propelled cargo boats

1. All self-propelled cargo boats intended for the carriage of petroleum in bulk shall be fitted with Internal Combustion Engines of an approved type and sufficient in power to propel the vessel at a speed of not less than 7 knots.

2. *Tonnage* :—The maximum carrying capacity of a cargo boat built under (a) for inland and harbour purposes shall not exceed 500 tons.

3. *Compartments* :—

(1) For all carrying capacities above 150 tons the vessel shall be divided into eight separate compartments, *i. e.*

1. Fore peak.
2. Store room.
- 3, 4, 5. Tanks in pairs.
6. Cofferdam.
7. Engine space.
8. After peak.

In the case of vessels constructed to carry 150 tons and under, the number of separate tanks may be limited to two pairs.

(2) An expansion trunk to contain 4 per cent of the contents shall be fitted over each cargo compartment.

(3) A properly designed gas escape line shall be installed to each tank compartment.

(4) Suitable arrangements shall be provided for preventing accumulation of gases in pockets.

(5) Drain plugs shall be fitted in the bottom of each compartment.

(6) Suitable ventilators protected with gauze wire shall be fitted to all compartments and the ventilators to cargo compartments shall be fitted with gas-tight adjustable shutter.

4. *Decks* :—

(1) Gas-tight hatches shall be provided for easy access to each separate compartment. A similar hatch shall be provided for easy access to the store room. In the case of the fore peak and after peak manholes shall be provided.

(2) All gas-tight hatches shall contain a screw plug not less than 6" in diameter.

(3) A sky light of ample area shall be provided above the engine space. Doors shall be provided in the engine space casing on either side of the deck for easy access to the engine room.

(4) A small bridge shall be provided forward of the engine room sufficiently high to ensure efficient navigation.

(5) Bollards shall be fitted at convenient places along the deck.

5. *Pumps* :—

(1) The pump for discharging the cargo shall be situated so as to be clear of the engine-room and galley and shall be of an approved type.

(2) Unless a separate power unit is provided for driving the pump, the pump shall be arranged in such a way as to afford easy connection to the main motor engine.

(3) The pump shall be of an approved make but may be of any capacity and a spring loaded relief valve shall be provided on the discharge side of the pump, the valve to have an area of at least 60 per cent of that of the discharge pipe and to be adjusted to relieve at a pressure of 80 lbs. per square inch and connected by a pipe to the suction side of the pump.

(4) A suitable hand pump capable of being used for pumping out any compartment shall be provided.

6. *Pipes* :—

(1) Suction pipes shall run along the bottom frames with a separate branch to the after part of each compartment and the valves controlling each compartment shall be operated from the deck by an extended spindle running up through the deck and deck gland box, such pipes may, however, be run along the deck where the depth of the vessel permits.

(2) The discharge pipes shall be fitted on deck and carried amidships with both and starboard discharge.

(3) A bye-pass shall be fitted so that the barge can be loaded without the aid of the cargo pump. The barge may, however, be loaded through the hatches.

7. *Construction* :—

The vessel shall be constructed in accordance with Lloyd's or other approved Society's Rules for bulk oil carrying vessels.

(b) Cargo boats which are not self-propelled

1. *Tonnage* :—The maximum carrying capacity for a cargo boat built (b) for inland and harbour purposes shall not exceed 500 tons.

2. *Compartments* :—

(1) For all carrying capacities above 150 tons, the cargo boat shall be divided, into 6 compartments, or if fitted with a motor pump, into 7 compartments i. e.,

1. Chain locker or fore peak.
2. Hold or store-room.
- 3, 4, 5. Tanks in pairs.
6. Cofferdam or after peak.
7. Motor space.

In the case of a cargo boat constructed to carry 150 tons or under, the number of separate tanks may be limited to two.

(2) An expansion trunk to contain 4 per cent. of the contents shall be fitted over each cargo compartment.

(3) A properly designed gas escape line shall be installed to each tank compartment.

(4) Suitable arrangements shall be provided for preventing accumulation of gases in pockets.

(5) Drain plugs shall be fitted in the bottom of each compartment.

(6) Suitable ventilators protected with gauze wires shall be fitted to all compartments and the ventilators to cargo compartments shall be fitted with gas-tight adjustable shutters.

3. *Decks* :—

(1) Gas-tight hatches shall be provided for easy access to each separate compartment. A similar hatch shall be provided for easy access to the forehold or storeroom. A man-hole shall be provided for the chain locker and peaks.

(2) All gas-tight hatches shall contain a screw plug not less than 6" in diameter.

(3) A sky-light of ample area shall be provided above the motor space. Access to the pump room shall be made through a deck man-hole.

(4) Bollards shall be fitted at convenient places along the deck.

4. *Pumps* :—

(1) The pump for discharging the cargo, if motor driven, shall be situated in an approved space and shall be of an approved type.

(2) A suitable hand pump capable of being used for pumping out any compartment shall be provided.

5. *Pipes* :—Pipes shall be arranged as in the case of self-propelled cargo boats.

6. *Construction* :—The vessels shall be constructed in accordance with Lloyd's or other approved Society's Rules for bulk oil carrying vessels.

APPENDIX "C" TO RULE NO. 51

(*Vide* Rules 4 and 8, Part II.)

Special requirements for Bulk Oil Vessels discharging Dangerous Petroleum with the ship's own power.

1. Bulk oil vessels discharging dangerous petroleum with their own power shall be constructed in accordance with Lloyd's or other approved Society's Rules for vessels intended to carry petroleum in bulk.

2. The propelling machinery shall be placed at the after end of the ship.
3. The casing protecting the propelling machinery space shall be not less than 7 feet in height from the main deck.
4. All opening in this casing shall be closed air-tight.
5. Any other precautions deemed necessary to prevent petrol vapour entering the engine-room or stoke-hold shall be carried out.
6. Where steam is used for the cargo pump, it shall be supplied from the ship's main boilers and the smoke-tubes, uptake and funnel shall be clear of soot before commencing discharge.

APPENDIX "D" TO RULE NO. 51

(Vide Rules 11 and 12, Part IV)

Requirements for cargo Boats intended to be employed in carriage of Dangerous Petroleum in the Port of Bombay

1. The cargo boat must be of iron or steel in good repair, painted red and holding a cargo boat license for the year.
2. The cargo boat must have a water-tight collision bulk-head forward and a water-tight bulk-head at the after end of cargo space.
3. No wood is to be used in the construction or fittings such as linings of the spacings fore and aft of the bulkheads, etc., but external rubbing strakes of wood will be permitted.
4. Masts, if fitted, shall be of iron or steel and if no mast be fitted there shall be provided an iron or steel stanchion 15 feet high on which the red flag prescribed below shall be exhibited.
5. Bilges are to be covered with iron or steel plates; gratings or perforated plates through which the state of the bilges can at all time be readily examined.

6. Wire ropes only are to be used for securing the cargo boat to the tug or wharf but hemp or coir hawsers may be allowed for securing the cargo boat to a vessel lying in the harbour.

7. Two anchors shall be carried with at least 15 fathoms of chain cable for each.

8. The anchor shall be carried one at each end of the cargo boat and when going alongside a wharf to discharge, both anchors are to be let go some distance off and the cargo boat is then to be hauled alongside by wire ropes and secured.

9. The cargo boat shall be decked fore and aft with iron or steel and the hatch covers shall be fitted with hinges and securing nuts to close down and to be as air-tight as possible.

10. A pump shall be fitted leading to the bilges.

11. Two deck sockets of suitable diameter for carrying cowl ventilators shall be fitted in each compartment as "down-takes" and "up-takes" respectively.

12. The ventilating shaft shall be carried down to within 6" of the floors and the cowl protected against sparks by 32 mesh wire. The deck sockets may be spaced diagonally or in a fore and aft line as convenient and shall be fitted with valves or plugs to prevent the intake of air from the cargo space when required.

13. A red flag not less than 6 feet by 4 feet with good halyards shall be carried.

14. The cooking galley, if fitted, shall be provided with a lock so that it can be secured from use when necessary.

15. A buoy, which shall be a drum measuring 1' 9" in length and 1' 2" in diameter painted red and properly stropped with an iron band in the middle having a ring attached to which shall be secured a 3" rope 15 fathoms long, shall be attached to such part of the lighter as is least encumbered with spars, the position to be approved by the Deputy Conservator.

52. The rules regulating the importation, possession and transport of petroleum apply *mutatis mutandis* to the importation, possession and transport of acetone, wood naphtha and methyl alcohol.

53. The use of a tank barge by vessels for the purpose of removing ballast water containing oil is compulsory in the port.

Death From Unnatural Causes

54. If the death of any person shall occur on board a vessel within the limit of the Port and if such death shall be due to any but natural causes, the Master, or other persons having for the time being the charge or control of such vessel, shall forthwith report in writing the facts of such death, and (if possible), the cause thereof to the Deputy Conservator.

1. In these Rules "coasting vessel" means a vessel trading or otherwise plying between Ports in India only.

2. No coasting vessel or ferry steamer plying between the Port of Bombay and any other Indian Port which for the time being is within the Port of Bombay shall leave that Port unless the master of such coasting vessel or ferry steamer is in possession of a Deratisation Certificate or a Deratisation Exemption Certificate issued not more than six months prior to the date of departure to the effect that such coasting vessel or ferry steamer has been inspected by an accredited Port Health Authority and that its rat population has been reduced to or (as the case may be), maintained at a minimum.

Provided that the Port Health Officer may in his discretion exempt any such vessel or steamer from the operation of this rule for any period not extending beyond six months after these Rules come into force.

3. The Port Health Officer, Bombay, may, in his discretion, require and coasting country craft or class of such craft plying between the Port of Bombay and any other Indian Port which is for the time being within the limits of the Port of Bombay or any other lighter or barge or class thereof plying within the limits of the Port of Bombay, to be in possession of a Deratisation Certificate or a Deratisation Exemption Certificate dated not more than six months before the date of such requirement to the effect that such craft has been inspected by an accredited Port Health Authority and that its rat population has been reduced to or (as the case may be), maintained at a minimum.

4. (1) When any vessel, in respect of which a certificate is required by Rule 2 or Rule 3 to be issued or renewed calls at the Port of Bombay, the Master or owner of such vessel or any person authorised to act in his behalf shall, if the vessel is not in possession of such certificate or if such certificate is more than six months old, forthwith submit to the Preventive Officer boarding the vessel, or to the Officer in charge of the Customs Office, a written statement to effect.

(2) The statements referred to in sub-rule (1) shall in respect of a lighter or barge plying within the limits of the port of Bombay be submitted by the owner or person in charge of such lighter or barge direct to the Port Health Officer.

(3) The fees chargeable for the issue and renewal of Deratisation Certificates or Deratisation Exemption Certificates shall be such as may be fixed by the Central Government from time to time.

(4) Before any vessel of the type referred to in Rules 2 and 3 is given port clearance from the Port of Bombay, the Master or Owner thereof shall produce before the Customs Authorities the certificate prescribed by those rules; and if such certificate is not so produced port clearance shall be refused pending the receipt of instructions from the Port Health Officer.

(5) The foregoing rules shall not apply to any vessel driven into the Port of Bombay by stress of weather and anchoring out in the stream;

Provided that if the Master of such a vessel desires to land any cargo either by discharging into lighters; barges or otherwise or to enter any dock or come alongside any wharf to land such cargo or merchandise or for any other purpose, he shall forthwith notify the Customs Office of his intention to do so; and thereupon the provisions of the foregoing Rules shall apply to such vessel as if it had entered the Port in the ordinary way.

(6) The following persons shall be accredited Port Health Authorities for the purpose of these Rules, namely :—

- (i) for foreign Ports, the persons specified in the "List of Ports qualified to issue certificates" issued from time to time by Office International d'Hygiene Publique and
- (ii) for Indian Ports, the Health Officers of the Port of Bombay, Karachi and Calcutta.

(Deptt. of Education, Health and Lands Notifn.

No. F. 9-1/37-G, dated 23-1-31 G. of I.

Part I. dated 23-7-38, pages 1295-1926).

CHAPTER II

THE INDIAN PORT HEALTH RULES, 1955

MINISTRY OF HEALTH

New Delhi 2, the 27th February 1956

S. R. O. 587—In exercise of the powers conferred by clause (p) of sub-section (i) of section 6 of the Indian Ports Act, 1908 (XV of 1908) and in supersession of the "Indian Ports Health Rules (1938)" the Central Government hereby makes the following rules, the same having been previously published as required by section 6 (2) of the said Act, namely :—

PART I

Introductory

1. These Rules may be called the Indian Port Health (Amendment) Rules, 1960.

2. In these Rules unless there is anything repugnant in the subject or context;

- (1) "arrival" means arrival at the port;
- (2) "baggage" means the personal effects of a traveller or of a member of the crew;
- (3) "crew" means the personnel of a ship employed for duties on board;
- (4) "day" means an interval of twenty-four hours;
- (5) "Health Officer" means any person appointed;
 - (a) in the case of major ports, by the Central Government,
 - and
 - (b) in the case of other ports, by the State Government concerned to whom the functions of the Central Government under sub-section (1) of section 17 of the Indian Ports Act, 1908 (XV of 1908), to appoint a Health Officer have been entrusted.

- (e) either by name or by virtue of his office, to be the Health Officer of a Port, and includes an Additional, Deputy or Assistant Health Officer, and any Officer, appointed by the Central Government or the State Government concerned, as the case may be, either by name or by virtue of his office, to perform any of the duties of a Health Officer of a Port;
- (6) "infected area" in relation to a quarantinable or an infectious disease means any area or port outside India, declared by the Central Government by notification in the Official Gazette to be infected with such a disease;
- (7) "infected person" means a person who is suffering from a quarantinable or an infectious disease, or who is believed to be infected with such a disease;
- (8) "infectious disease" means jigger and any other disease, other than quarantinable disease, declared by the Central Government by notification in the official Gazette to be an infectious disease;
- (9) "international voyage" means :—
 - (a) in the case of a ship, a voyage between Ports in the territories of more than one State, or a voyage between Ports in the territory or territories of the same State if the ship has relation with the territory of any other State on its voyage but only as regards those relations;
 - (b) in the case of a person, a voyage involving entry into the territory of a State other than the territory of the State in which that person commences his voyage;
- (10) "isolation", when applied to a person or group of persons, means the separation of that person or group of persons from other persons, except the health staff on duty, in such a manner as to prevent the spread of infection.
- (10A) "mainland" means the territory of India excluding the Andaman and Nicobar Islands;

- (11) "medical examination" includes visit to and inspection of a ship, and the preliminary examination of persons on board, but does not include the periodical inspection of a ship to ascertain the need for deratting;
- (12) "Port" means a seaport or an inland navigation Port which is normally frequented by ship;
- (13) "period of incubation" means :—

- (a) in respect of a quarantinable disease mentioned below, the period specified against it :—

Plague	..	..	6 days
Cholera	..	..	5 days
Yellow fever	..	..	6 days
Small Pox	..	..	14 days
Typhus	..	..	14 days
Relapsing fever	..	..	8 days

and (b) in respect of an infectious disease other than jigger, such period as may be declared by the Central Government by notification in the official Gazette to be the period of incubation of that disease;

- (14) "quarantinable diseases" means plague, cholera, yellow fever, small pox, typhus, and relapsing fever;
- (15) "relapsing fever" means louse borne relapsing fever;
- (16) "ship" means a seagoing or an inland navigation vessel making an international voyage; and also includes a vessel plying between any Port on the mainland and any Port on the Andaman and Nicobar islands;
- (17) "ship's surgeon" means a properly qualified and registered medical practitioner with experience of maritime health conditions employed for medical service on a ship or, if there are two or more such medical practitioners so employed the senior of them;

- (18) "suspect" means a person who is considered by the Health Officer as having been exposed to infection by a quarantinable or an infectious disease and is considered capable of spreading that disease;
- (19) "typhus" means louse-borne typhus;
- (20) "Valid Certificate", when applied to vaccination, means a certificate which :—
- (i) conforms to the requirements and the model laid down in appendices 2, 3 and 4 to these rules;
 - (ii) is issued only to individuals and in such form that it cannot, in any circumstances, be used collectively;
 - (iii) is issued in the case of children separately and is not incorporated in the mother's certificate;
 - (iv) is completed in English or in French;
 - (v) is signed in the case of an international certificate by the parent or guardian of a child who is unable to sign or which bears in the case of an illiterate person the mark of such illiterate person duly attested by another person to whom such illiterate person is personally known;
 - (vi) is signed, in the case of an international certificate issued in India, in his own hand by qualified medical practitioner whose name is enrolled in the Indian Medical Register maintained under section 21 of the Indian Medical Council Act, 1956 (102 of 1956).

In the case of certificates of vaccination against Cholera and Small-pox issued in India, the approved stamp to be affixed thereon shall be such as has been approved by the Central Government and the stamp shall be affixed on the certificates by only those persons who are authorised, either by designation or by name; for this purpose by the Central Government. In the case of certificates of vaccination against Yellow fever issued in India, the vaccinating centres shall be approved by the Central Government.

- (21) "Cattle" means a horse, camel, sheep, cow, bull, buffalo-bull, buffalo-cow and all other ruminating animals and also swine.

PART II

Ships Arriving

General Provisions

3. The master of every ship arriving at any port shall show, until the ship has received pratique under these Rules, whichever of the following signals is appropriate :—

- (a) by day, during the whole of the time between sunrise and sunset, when the ship is within three miles of the coast :—
 - (i) the Flag Signal Q : meaning—"my ship is healthy and I request free pratique",
 - (ii) the Two Flag Signal QQ : meaning—"my ship is suspected" (vide rules 20, 24, 29, 41 and 45), or
 - (iii) the Two Flag Signal QL : meaning—"my ship is infected" (vide rules 20, 24, 29, 35, 41 and 45), the signal being shown also when a person suffering from typhus or relapsing fever is on board;
- (b) by night, during the whole of the time between sunset and sunrise but only when the ship is within three miles of the coast, a signal which shall be shown at the peak or other conspicuous place where it can best be seen, comprising a red light over a white light, the lights being not more than six feet apart, and meaning—"I have not free pratique" :

Provided that the authorities at a Port may, with the previous approval of the Central Government, notify alternative signals, not conflicting with the International Code, for use by ship visiting the Port frequently.

4. (1) The Master of any ship fitted with a suitable wireless transmitting apparatus shall, when not more than twelve hours and not less than four hours out from any Port to which he is proceeding, send to the Health Officer of the Port, either directly or through an agent approved by the Health Officer, a wireless message, embodying all such of the items of information set out in the Standard Quarantine Messages of the International Code of Signals as are applicable, and cases of sickness or death occurring subsequent to transmission of such message shall be communicated by wireless in like manner before the arrival of the ship in the Port.

Provided that the Port Trust or like authority administering a Port may, with the previous approval of the Central Government, notify alternative signals not conflicting with the International Code, for use by ships visiting the Port frequently.

NOTE—The telegraphic address of the Health Officer of a Port is "Quarantine" and the items of the Standard Quarantine Messages of the International Code of Signals are reproduced below :

STANDARD QUARANTINE MESSAGES

Item I

MEBAV. The following is an International Quarantine Message from ship indicated, of port indicated, which expects to arrive at time indicated, on date indicated.

(Here follow groups to complete above.)

Item II

MECED. My port of departure (first port of loading) and my last port of call were as indicated by the immediately following groups.

Item III

MEDIH. No case of quarantinable or infectious disease, or of sickness suspected to be of an infectious nature, has occurred on board during the last fifteen days.

CEFCE. Number indicated cases of quarantinable or infectious disease (s) indicated have occurred during the last fifteen days.

Item IV

MEGYX. I have no other case of sickness on board.

MEHUD. I have number indicated other cases of sickness on board.

Item V

MEJAC. No deaths from sickness, infectious or otherwise, have occurred on board during the voyage.

MEKEK. Number indicated deaths from sickness, infectious or otherwise, have occurred on board during the voyage.

Item VI

MELOC. I have a ship's Surgeon on board.

MEMYT. I have no ship's Surgeon on board.

Item VII

MENIJ. I do not wish to disembark any sick.

MEPUP. I wish to disembark number indicated sick, suffering from disease (s) indicated.

Item VIII

MEQOV. My crew consists of number indicated and I have no passengers on board.

MERAT. My crew consists of number indicated, and I have number indicated passengers.

Item IX

MESEC. I do not propose to disembark any passengers of class indicated.

METIK. I propose to disembark number indicated, passengers of class indicated.

(.) The Health Officer may, if authorised by general or special orders of the Central Government, grant pratique by radio to a ship

when on the basis of information received from it prior to its arrival, he is of the opinion that its arrival will not result in the introduction or spread of a quarantinable or an infectious disease.

5. (1) The master of a ship, before arrival at a port, shall ascertain the state of health on board, and he shall, on arrival, complete and deliver a Maritime Declaration of Health, which shall be countersigned by the ship's surgeon if one is carried, to the pilot, boarding officer or other officer, duly authorised in this behalf by the Harbour Master or the Conservator or his Deputy, and the Pilot, boarding officer or other officer duly authorised in this behalf, shall promptly communicate the Declaration to the Health Officer :

Provided that, except in the case of ships governed by the special provision relating to yellow fever and in the case of ships having on board persons suffering from typhus or relapsing fever, it shall be permissible for the Pilot, boarding officer or other officer duly authorised as above in this behalf, if acting on general or special instructions of the Health Officer, to allow pratique to "healthy" ships.

(2) The Master, and the ship's surgeon if one is carried, shall supply any further information required by the Health Officer as to health conditions on board during the voyage.

(3) A Maritime Declaration of Health shall conform with the model specified in appendix 5.

6. If after a ship has arrived within Port limits a case or suspected case of any quarantinable or infectious disease occurs on board, the Master shall hoist the signal prescribed in rule 3 for an "infected" ship shall stop all communication with the shore and shall immediately report the circumstances to the Health Officer.

7. Every medical practitioner who becomes cognizant that any person on board any vessel in the Port is suffering from a quarantinable or an infectious disease shall immediately give notice thereof by telephone and in writing to the Health Officer.

8. (1) All infected or suspected ships or ships having on board persons suffering from typhus or relapsing fever shall stop at such place at the Port as the appropriate Port authority shall, in consultation with

the Health Officer, provide in this behalf and shall not enter any dock or come alongside any wharf or have communication with the shore or with any other vessel in the Port until authorised to do so by the Health Officer.

(2) Notwithstanding anything contained in sub rule (i), the Health Officer may for navigational reasons permit such infected or suspected ship or ships to come alongside a specially controlled wharf where strict vigilance is possible to be maintained and enforced to prevent any communication with the shore or with any other vessel in the Port until declared safe by him.

9. So long as a signal showing that the ship is "infected" or "suspected" is displayed by a ship, no tindal or other person in charge of, or navigating, any boat other than a boat conveying a Pilot, a Harbour-master, a mooring crew when navigational reasons necessitate a Conservator or his Deputy or an official acting in execution of these Rules shall attempt to take such boat alongside the ship except with the permission of the Health Officer and no person other than a Pilot, a Harbour Master, a mooring crew when navigational reasons necessitate a Conservator or his Deputy or an official acting in the execution of these Rules shall board or leave any "infected" or "suspected" ship without the written permission of the Health Officer.

10. (1) Healthy ships, which while in port do not desire to have communication with the shore, shall on arrival hoist the code over Q flag by day, and the International Code Signal by night, meaning "I have not free pratique" (as provided for in rule 3).

(2) A ship shall be regarded as not having communication with the shore if it is making a call of less than twenty-four hours and if while it is in Port it has no communication either with the shore or with any other ship in the Port, of such a nature as would, in the opinion of the Health Officer, render possible the conveyance of a quarantinable or an infectious disease from the ship to the shore or to any other ship in the Port or *vice versa*.

(3) A ship not having communication with the shore shall be subject to such restrictions as the Health Officer acting under these Rules may impose.

11. In the case of all infected and suspected ships and ships having on board persons suffering from typhus or relapsing fever the Health Officer shall, and in the case of all other ships the Health Officer may, proceed on board and medically examine the ship, and the master of the ship shall give him every facility for the examination of the passengers; crew, baggage, cargo, provisions, water supply and any part of the ship which the Health Officer may consider it necessary to examine. This examination shall not be undertaken between sunset and sunrise except in such unusual circumstances as in the opinion of the Health Officer, justify doing so. After every medical examination the Health Officer shall classify the ship as infected, suspected or healthy in accordance with special provisions relating to quarantinable and infectious diseases in this part of Rules.

12. Further sanitary measures which may be applied to the ship shall be determined by the conditions which existed on board during the voyage or which exist at the time of the medical examination, without prejudice, however, to the measures which are permitted by these Rules to be applied to the ship if it arrives from an infected area. The application of the measures in the case of a ship arriving from an infected area shall be limited to the ship, person, or article, as the case may be, arriving from such an area, provided that the Health Officer for the Port of arrival is satisfied that the Health authority for the port of departure in the infected area took all practicable measures for checking the spread of the disease.

13. (1) Any sanitary measure, other than medical examination, which has been applied to a ship at a previous port, shall not be repeated unless—

(a) After the departure of the ship from the port where the measures were applied and incident of epidemiological significance calling for further application of any such measure has occurred either in that port or on board the ship; or

(b) the Health Officer has reason to believe that the individual measure so applied was not substantially effective.

(2) In applying these sanitary measures the Health Officer shall attach due importance to the presence on board of a ship's surgeon and to the provision on board of suitable apparatus for disinfecting, disinsecting and deratting and shall, in general, apply the principles laid

down in these Rules with due regard to their necessity and practicability in the particular circumstances of each case.

14. (1) All persons suffering or suspected to be suffering from a quarantinable disease may be disembarked from a ship and isolated. Such disembarkation shall be compulsory if it is required by the Master of the ship.

(2) Where any person is required under these Rules to be disembarked and isolated for any period, the Health Officer may remove, or cause to be removed, that person to a hospital or any other place approved by the Health Officer and detain him therein for that period. If such a hospital or place is within Municipal or Corporation limits, the Health Officer shall communicate relevant particulars of the person concerned to the Municipal or Corporation health authorities.

(3) When a suspected case of any quarantinable disease is disembarked from a ship at any port, the Health Officer of that Port shall report by telegraph the confirmation, or otherwise of the diagnosis to the Health Officer of the ship's next Port of call if that Port is in India, Burma, Ceylon, Pakistan, Aden or the Straits Settlements.

15. Apart from the special provisions relating to quarantinable or infectious diseases in part II of these Rules, the Health Officer may place under surveillance any suspect of an international voyage arriving from an infected area. Such surveillance may be continued until the end of the appropriate period of incubation specified in sub-rule (13) of rule 2.

16. (1) A person under surveillance shall not be isolated and shall be permitted to move about freely. The Healthy Officer may require such a person to report to him if necessary, at specified intervals during the period of surveillance. The Health Officer may also subject such a person to medical investigation and make any enquiries which are necessary for ascertaining his state of health.

(2) When a person under surveillance departs for another place in India he shall inform the Health Officer who shall immediately inform the medical officer of health of the place to which the person is proceeding. On arrival the person shall report to that medical officer of health who may apply the measures provided for in sub-rule (1).

17. Whenever surveillance is required or permitted by these Rules, isolation shall not be substituted for surveillance unless the Health Officer of the port where the suspect arrives or any other health authority to whom he is required to report during the period of surveillance considers the risk of transmission of the infection by the suspect to be exceptionally serious.

18. The Port or Ports equipped for applying the sanitary measures prescribed in these Rules to ship infected with yellow fever or suspected of yellow fever infection shall be specified by the Central Government by notification in the Official Gazette. Any such ship calling at a Port other than a specified Port shall be required to proceed at its own risk to the nearest specified Port convenient to the ship.

19. (1) Any ship which is unwilling to submit to the measures required by Health Officer of the Port in accordance with these Rules shall be allowed to depart forthwith without being permitted to enter into any form of communication with the shore or with any other ship in the Port which would render possible the conveyance of and quarantinable or infectious disease to the shore or to such other ship or *vice-versa*.

Provided that, in the case of a ship infected with yellow fever calling at the Port specified under rule 18, if *Aedes aegypti* have been found on board and the medical examination shows that any infected person has not been isolated in good time, the ship shall not be allowed to depart and shall be subject to the measures required by the Health Officer in accordance with these Rules.

(2) In the case of a ship refused permission under sub-rule (1) to communicate with the shore or with any other ship in the Port, the ship shall not during its voyage call at any other Port in India. Such a ship shall nevertheless be permitted to take on fuel, water and stores in quarantine and any passengers, who desire to disembark with or without their baggage or to tranship from the ship, may be permitted to do so on the condition that they undertake to submit to the appropriate measures required by the Health Officer under the Rules.

(3) In the event of any ship putting back to sea as a result of permission to communicate with the shore or with any other ship in the Port having been refused under sub-rule, (1) the Health Officer shall

intimate by telegraph to the next Port of call in India for the purpose of taking on fuel, water or stores in quarantine, if he can ascertain it, this fact with the attendant circumstances.

Special Provisions Relating to Quarantinable Diseases

A—PLAGUE

20. (1) ship shall be regarded as infected with plague—

- (a) if it has a case of human plague on board, or
- (b) if a case of human plague has occurred on board more than six days after embarkation, or
- (c) if a plague-infected rodent is found on board.

A ship shall continue to be regarded as infected until the measures prescribed in rule 21 have been effectively carried out at a suitably equipped Port.

(2) A ship shall be regarded as suspected of plague infection :—

- (a) if it is no case of human plague on board, but such a case has occurred within the first six days after embarkation, or
- (b) if there is evidence of an abnormal mortality among rodents on board of which the cause is not yet known.

The ship continue to be regarded as suspected until the Health Officer is satisfied that the abnormal mortality among rodents is not due to plague and until the measures prescribed in rule 22 have, if necessary, been effectively carried out at a suitably equipped Port.

(3) A healthy ship is any ship other than a ship infected or suspected of infection with plague. Even when coming from a plague infected area or having on board a person coming from a plague infected area a ship shall be regarded as healthy, if, on medical examination, the Health Officer is satisfied that the conditions specified in sub-rules (1) and (2) of this rule do not exist.

INDIAN PORT HEALTH RULES

21. In the case of a ship infected with plague—

(A) before *Pratique* (which shall be in writing) is given—

- (1) the ship and all persons on board shall be medically examined by the Health Officer;
- (2) all infected persons on board shall be disembarked and isolated for such period as the Health Officer may consider necessary;
- (3) suspects on board may be disinfected and, if necessary, placed under surveillance for a period of not more than six days reckoned from the date of arrival;

Provided that during this period the Health Officer may, in his discretion, prohibit members of the crew from leaving the ship;

- (4) the Health Officer may disinfect and, if necessary, disinfest—
 - (i) any baggage of any infected person or suspect, and
 - (ii) any other article such as used bedding or linen, and any part of the ship, which is considered to be far contaminated.
- (5) if there is rodent plague on board the ship, it shall be deratted, if necessary in quarantine, in the manner prescribed in rule 53 of these Rules subject to the following provisions—
 - (a) the deratting shall be carried out as soon as the holds have been emptied;
 - (b) one or more preliminary deratings of the ship with cargo *in situ* or during its unloading may be carried out to prevent the escape of infected rodents;

- (c) if the complete destruction of rodents cannot be secured because only part of the cargo is due to be unloaded, the ship shall not be prevented from unloading of that port, but Health Officer may apply any measures, including placing the ship in quarantine, which he considers necessary to prevent the escape of infected rodents.

- (B) Unloading shall be carried out under the control of the Health Officer, who shall take all measures which, in his opinion, are necessary to prevent the infection of the staff engaged on this work. The staff may be subject to isolation or to surveillance for a period not exceeding six days from the time when they have ceased to work at the unloading of the ship.

22. In the case of a ship suspected of plague infection, the measures specified in sub-clauses (1), (3), (4) and (5) of clause (A) of rule 21 may be taken at the discretion of the Health Officer before *pratique* (which shall be in writing) is given. Clause (B) of rule 21 shall be also applicable to such a ship.

23. A healthy ship shall be given free *pratique* but, if it has come from plague infected area, the Health Officer may—

- (a) place under surveillance any suspect who disembarks, for a period not more than six days, reckoned from the date on which the ship left the infected area ;
- (b) require the destruction of rodents on board the ship in exceptional cases and well-founded reasons which shall be communicated in writing to the Master.

B—CHOLERA

24. (1) A ship shall be regarded as infected with cholera if it has a case of cholera on board, or if a case of cholera has occurred on board during a period of five days before arrival.

(2) A ship shall be regarded as suspected of cholera infection if a case of cholera has occurred during the voyage, but a fresh case has not occurred during a period of five days before arrival.

(3) A healthy ship is any ship other than a ship infected or suspected of infection with cholera. Even when coming from a cholera infected area or having on board a person from a cholera infected area, a ship shall be regarded as healthy, if on medical examination, the Health Officer is satisfied that no case of cholera has occurred on board during the voyage.

25. In the case of a ship infected of a cholera—

(A) before *pratique* (which shall be in writing) is given—

- (1) the ship and all persons on board shall be medically examined by the Health Officer ;
- (2) all infected persons shall be disembarked and isolated for such period as the Health Officer may consider necessary ;
- (3) any passenger or member of the crew who produces a valid certificate of vaccination against cholera may be placed under surveillance for a period of not more than five days reckoned from the date of disembarkation, and all others, who disembark may be isolated for a like period.

Provided that during this period the Health Officer may, in his discretion, prohibit members of the crew from leaving the ship ;

(4) the Health Officer may disinfect—

- (i) any baggage of any infected person or suspect, and
 - (ii) any other article such as used bedding or linen, and any part of the ship, which is considered to be contaminated ;
- (5) if, in the opinion of the Health Officer, any water carried on board is contaminated, he shall cause it to be emptied out after it has been disinfected, and to be replaced, after disinfection of the containers, by a supply of wholesome drinking water ;
 - (6) human dejecta, waste water including bilge-water, waste matter and any matter which, in the opinion of the Health Officer, is contaminated shall not be discharged from the

ship or unloaded without previous disinfection and shall, after disinfection, be disposed of in such safe manner as the Health Officer may, in his discretion, prescribe.

- (7) (A) (i) the Health Officer may prohibit the unloading of, or may remove, any fish, shellfish, fruit or vegetables to be consumed uncooked, or beverages, unless such food and beverages are in sealed containers and he has no reason to believe that they are contaminated ;

Provided that, if any such food or beverage forms part of the cargo in a hold of a ship, only the Health Officer for the Port at which such food or beverage is to be unloaded may exercise the power to remove it.

(ii) if any such food or beverage is removed, arrangements shall be made by the Health Officer for its safe disposal.

(B) any unloading shall be carried out under the control of the Health Officer, who shall take all measures which, in his opinion, are necessary to prevent the infection of the staff engaged on this work. The staff so engaged may at the discretion of the Health Officer be subjected to isolation or to surveillance for a period not exceeding five days from the time when they have ceased to work at the unloading of the ship.

26. In the case of a ship suspected of cholera infection, the measures specified in sub-clauses (1), (4), (5), (6) and (7) of clause (A) of rule 25 may be taken at the discretion of the Health Officer before *pratique* (which shall be in writing) is given. Clause (B) of rule 25 shall be applicable to such a ship ;

In addition, any passenger or member of the crew who disembarks may be placed under surveillance for a period of not more than five days reckoned from the date of arrival. The Health Officer may, in his discretion, prohibit the members of the crew from leaving the ship during this period.

27. A healthy ship shall be given free *pratique* but, if it has come from a cholera infected area, the measures specified in sub-clauses (1) and (7) of clause (A) of rule 25 may be taken at the discretion of the Health Officer.

In addition, the Health Officer may apply the following measures to a person who, within five days of arrival in India, was in a cholera infected area to a person who arrives in a Port on the Andaman and Nicobar Islands from a Port on the main land :—

- (a) if he is in possession of a valid certificate of vaccination against cholera, he may be placed under surveillance for a period of not more than five days, reckoned from the date of his departure from the infected area or from a Port on the mainland ;
- (b) if he is not in possession of such a certificate, he may be placed in isolation for a like period.

C—YELLOW FEVER

28. (1) No ship shall bring to India any person who has been in a yellow fever infected area within nine days of embarkation unless such a person is vaccinated against yellow fever. In addition, no ship which has started from or touched at, any Port in a yellow fever infected area, within 30 days of its arrival in India shall bring to India any person, even though he may not have been in a yellow fever infected area, unless such a person is vaccinated against yellow fever.

(2) The proof of vaccination against yellow fever shall consist in the possession of a certificate in the form laid down in Appendix 2 to these Rules.

(3) If any ship brings to India any person not vaccinated against yellow fever in contravention of sub-rule (1), then, without prejudice to any other proceedings that may be taken against the Master of the ship, the Health Officer may, in his discretion, apply the measures prescribed in clause (v) of rule 31.

29. (1) A ship shall be regarded as infected with yellow fever if it has a case of yellow fever on board, or if a case has occurred on board during the voyage.

(2) A ship shall be regarded as suspected for yellow fever infection if it has left a yellow fever infected area less than six days before arrival, or if arriving after six days but within thirty days of leaving such an area, the Health Officer finds *Aedes aegypti* on board.

(3) A healthy ship is any ship other than a ship infected or suspected of infection with yellow fever.

30. Apart from the provisions of Rule 8, every ship infected with yellow fever or suspected of yellow fever infection and every other ship coming from a yellow fever infected area shall be moored at such a distance, not being less than half a mile, from the shore and from all other vessels as will render improbable the access of mosquitoes from the ship to the shore or to any other vessel or *vice versa*. The ship shall continue to be moored at such a distance until the Health Officer has granted *pratique*.

31. In the case of a ship infected with yellow fever the following measures shall be taken before *pratique* (which shall be in writing) is given—

- (i) the ship shall be disinfected at the earliest opportunity to ensure destruction of *Aedes aegypti* in all phases of growth and as far as possible before unloading cargo, if unloading is carried out before the destruction of *Aedes aegypti* the personnel employed on this work may, at the discretion of the Health Officer, be subject to isolation for a period not exceeding nine days from the time when they cease to be exposed to the risk of infection ;
- (ii) the ship and all persons on board shall be medically examined by the Health Officer ;
- (iii) all infected persons shall be disembarked and isolated for such period as the Health Officer may consider necessary ;
- (iv) any person in possession of a certificate of vaccination against yellow fever which is not yet valid shall be isolated—
 - (a) if he does not disembark on the ship in such manner as may be prescribed by the Health Officer, and
 - (b) if he disembarks, in such place as may be approved by the Health Officer for this purpose, until the certificate of vaccination becomes valid or until the expiry of nine days reckoned from the time of arrival, whichever is earlier.

- (v) any person who is not in possession of a certificate of vaccination against yellow fever shall be isolated—
 - (a) if he is not permitted to disembark or being a through passenger does not disembark, on the ship in such manner as may be prescribed by the Health Officer ;
 - (b) if he is permitted to disembark, in such place as may be approved by the Health Officer for this purpose ;

for a period not exceeding nine days from the time of arrival.

32. In the case of a ship suspected of yellow fever infection, the following measures shall be taken before *pratique* (which shall be in writing) is given—

- (i) the ship may be disinfected as provided in clause (i) of rule 31 ;
- (ii) the ship and all persons on board shall be medically examined by the Health Officer ; and
- (iii) the measures prescribed in clauses (iv) and (v) of rule 31 may be applied at the discretion of the Health Officer.

33. In the case of healthy ships coming from a yellow fever infected area the following measures may be taken before *pratique* (which shall be in writing) is given—

- (i) the ship and all persons on board may be medically examined by the Health Officer.
- (ii) the ship may be disinfected as provided in clause (1) of rule 31.

34. All isolation prescribed by rules 31 and 32 shall be carried out in such manner as to preclude the access of mosquitoes to the persons under isolation.

D—SMALL-POX

35. (1) A ship shall be regarded as infected with small-pox if it has a case of smallpox on board, or if case of smallpox has occurred on board during the voyage.

(2) Any other ship shall be regarded as healthy, even though there may be suspects on board, but any suspect on disembarking may be subjected to the measures provided for in clause (iii) of rule 36.

36. (1) in the case of a ship infected with smallpox, before *pratique* (which shall be in writing) is given—

(i) the ship and all persons on board shall be medically examined by the Health Officer ;

(ii) all infected persons shall be disembarked and isolated for such period as the Health Officer may consider necessary ;

(iii) other persons who disembark and who in the opinion of the Health Officer are not sufficiently protected by vaccination or by a previous attack of smallpox—

(a) if they are willing to be vaccinated or in the case of minors if their guardians or those in charge of them consent to their vaccination, may be subjected to vaccination free of charge, and also to isolation or surveillance for a period not exceeding fourteen days reckoned from the time of the last exposure to infection, and

(b) if they are not willing to be vaccinated, or in the case of minors if their guardians or those in charge of them do not consent to their vaccinations ; shall be subjected to isolation or surveillance for the aforesaid period ;

(iv) the Health Officer shall disinfect—

(a) any baggage of any infected person ; and

(b) any other baggage or article such as used bedding or linen, and any part of the ship which is considered to be contaminated.

(2) A ship shall continue to be regarded as infected until every infected person has been removed and until the measures required by the Health Officer in accordance with sub-rule (1) of this rule have been effectively carried out.

37. A healthy ship shall be given free *pratique* but, if it has come from a smallpox infected area, the measures specified in clause (i) and (ii) of sub-rule (1) of rule 36 may be taken by the Health Officer.

38. (1) The Health Officer may require any person on an international voyage who does not show sufficient evidence of protection by a previous attack of smallpox to possess, on arrival, a certificate of vaccination against smallpox. Any such person who cannot produce such a certificate may be vaccinated ; if he refuses to be vaccinated, he may be placed under surveillance for not more than fourteen days, reckoned from the date of his departure from the last territory visited before arrival.

(2) A person on an international voyage, who during a period of fourteen days before his arrival has visited a smallpox infected area or a person arriving from Port on the mainland in a Port on the Andaman and Nicobar Islands and who in the opinion of the Health Officer is not sufficiently protected by vaccination or by a previous attack of smallpox, may be required to be vaccinated, or may be placed under surveillance or may be vaccinated and then placed under surveillance, if he refuses to be vaccinated, he may be isolated. The period of surveillance or isolation shall not be more than fourteen days, reckoned from the date of his departure from the infected area or a Port on the mainland.

Explanation —For the purposes of clause (iii) of sub-rule (1) of rule 36 and sub-rule (2) of Rule 38, a valid certificate of vaccination against smallpox shall be considered as evidence of sufficient protection.

E—TYPHUS AND RELAPSING FEVER

39. In the case of a ship having on board a person who is suffering from or is believed to be infected with typhus or relapsing fever, before *pratique* (which shall be in writing) is given—

- (1) the ship and all persons on board shall be medically examined by the Health Officer ;
- (2) all infected persons shall be disembarked and isolated for such period as the Health Officer may consider necessary, and disinfected ;
- (3) any suspect may be disinfected ; and

- (4) the accommodation occupied by the infected person and by any suspect together with the clothes they are wearing, their baggage and any other article which, in the opinion of the Health Officer, is likely to spread typhus or relapsing fever may be disinfected and, if necessary, disinfected.

40. A person on an international voyage, who has left a typhus infected area within the previous fourteen days, or a relapsing fever infected area within the previous eight days, may, if the Health Officer considers it necessary be disinfected and put under surveillance for a period of not more than fourteen days in the case of typhus and not more than eight days in the case of relapsing fever, reckoned from the date of disinfecting. The clothes which such person is wearing, his baggage and any other article which, in the opinion of the Health Officer is likely to spread typhus or relapsing fever may be disinfected and, if necessary disinfected.

Special Provisions Relating to Jigger

41. (1) A ship shall be regarded as infected with Jigger if it has on board any person suffering from Jigger.

(2) A ship shall be regarded as suspected of jigger infection if it has come from Port Sudan or Durban or any place on the East Coast of Africa between these Ports or from any other place notified in this behalf by the Central Government as being infected with jigger and conveys sand or earth from any such place either as ballast or cargo.

(3) A healthy ship is any ship other than a ship infected or suspected of infection with jigger.

42. In the case of a ship infected with jigger, before *pratique* (which shall be in writing) is given—

- (1) The Health Officer shall examine every person on board whom he has reason to think to have been exposed to infection with jigger, and any person or persons found to be suffering from jigger shall on disembarking, be removed to hospital for treatment.

- (2) the wearing apparel, bedding and personal effects of persons infected with jigger shall be disinfected and the Health Officer may, in his discretion, order the disinfection of the wearing apparel, bedding and personal effects of any other person on board ;
- (3) any part of the ship which, in the opinion of the Health Officer, is contaminated shall be disinfected.

43. (1) In the case of a ship suspected of jigger infection no earth or sand as specified in sub-rule (2) or Rule 41 shall be landed from the ship without the permission of the Health Officer who, if he considers it necessary, may order that any earth or sand on the ship whether constituting the cargo or ballast or part thereof or otherwise shall be discharged into the sea or river, as the case may be, at such places as shall be appointed for the purpose by the Port Trust, or like authority administering the Port, in consultation with the Health Officer.

(2) After such discharge into the sea or river, or where permission to land the earth or sand has been accorded, the ship shall be given free *pratique*.

44. Healthy ships shall be given free *pratique*.

Special Provisions relating to Infectious Diseases other than Jigger

45. (1) A ship shall be regarded as infected with an infectious disease other than jigger—

- (i) if it has a case of any such disease on board, or
- (ii) if, prior to the arrival of the ship in Port, a case of any such disease has occurred on board within its period of incubation.

(2) A ship shall be regarded as suspected of infection with an infectious disease as aforesaid if, prior to the arrival of the ship in Port, a case of such disease has occurred on board but not within its incubation period ;

Provided that a ship shall not be regarded as so suspected if (a) the case occurred before the arrival of the ship at a previous Port of call, (b) the period between such occurrence and arrival was not less than

the period of incubation, and (c) the Health Officer is satisfied that the ship was subjected to medical examination at that Port and that all necessary measures have been taken.

(3) A healthy ship is any ship other than ship infected or suspected of infection with an infectious disease other than jigger.

46. In the case of a ship infected with an infectious disease other than jigger, before *pratique* (which shall be in writing) is given—

- (1) the ship and persons on board may be medically examined ;
- (2) any infected person, who disembarks, may be isolated for such period as the Health Officer may consider necessary .

Provided that whenever a ny infected person remains on board, the Health Officer may, in his discretion, limit communication between the ship and the shore or between the ship and any other vessel in the Port, or *vice versa* ;

- (3) Persons who have been exposed to infection may, if they disembark, be placed under surveillance for a period not exceeding the incubation period of the infectious disease to which they have been exposed, such period being reckoned from the time of the last exposure to infection ;
- (4) any parts of the ship and any goods or baggage on board which, in the opinion of the Health Officer, are contaminated may be disinfected.

47. In the case of a ship suspected on infection with an infectious disease other than jigger *pratique* (which shall be in writing) is given—

- (1) the measures specified in sub-rule (1) of rule 46 shall be taken ; and
- (2) the measures specified in sub-rules (3) and (4) of Rule 46 and not already taken may be taken at the discretion of the Health Officer.

48. Healthy ships shall be given free *pratique*.

49. Except in case of an emergency constituting a grave danger to public health, a ship shall not on account of an infectious disease be prevented by the Health Officer from discharging or loading cargo or stores, or taking on fuel or water.

PART III—SHIPS DEPARTING

50. (1) All persons proposing to embark upon a ship leaving any Indian Port for any Port outside India or leaving any Port in the Andaman and Nicobar Islands for any Port on the mainland or *vice versa* shall be medically examined by the Health Officer. Through passengers and members of the crew through ship shall be liable to medical examination by the Health Officer at his discretion.

(2) Such medical examination shall ordinarily take place in the day time on shore as shortly as possible before embarkation, at the time and place fixed by the Health Officer. The time and place of this examination shall be arranged to take into account the customs examination and other formalities so as to facilitate embarkation and to avoid delay.

(3) Any person failing to attend at the time and place fixed by the Health Officer for such medical examination may, in the discretion of the Health Officer, be prohibited from embarking or re-embarking, as the case may be.

(4) No person shall be permitted by the Health Officer of a Port on the mainland to embark on a ship with a view to proceeding by sea to any place in the Andaman and Nicobar Islands unless such person produces valid certificates of vaccination against cholera and smallpox.

(5) On the completion of the medical examination prescribed in sub-rule (1), the Health Officer shall issue a certificate of medical inspection in the form set out in Appendix 6 to these rules. After the issue of the certificate of medical inspection, no baggage merchandise or other articles shall be taken on board and no person shall embark or re-embark except with the permission of the Health Officer.

Provided that the Health Officer may, if acting on the general or special instructions of the Central Government, exempt any particular person from the operation of this sub-rule :

Provided further that the Health Officer shall, before the ship leaves the Port, furnish to the medical officer (if any) or Master of the ship a certificate giving all relevant details of persons exempted from the first proviso.

51. The Health Officer shall prohibit the embarkation or re-embarkation on any ship of—

- (a) any person showing symptoms of any quarantinable disease, and
- (b) any person whom the Health Officer considers likely to transmit infection because of his close contact with a person showing symptoms of a quarantinable disease :

Provided that the person on an international voyage who on arrival is placed under surveillance may be allowed to continue his voyage, but the health authority for the next Port of call shall be apprised of this fact.

52. Where there is an epidemic of pulmonary plague in a Port every suspect shall before departure on an international voyage be placed in isolation for a period of six days reckoned from the date of the last exposure to infection.

53. (1) The Health Officer shall take all practicable measures to prevent the introduction on board a ship of possible agents of infection or vectors of a quarantinable disease.

(2) When typhus or relapsing fever exists in a port, a person proposing to embark on a ship, whom the Health Officer considers is liable to spread typhus or relapsing fever, shall be disinfected by the Health Officer before such person is permitted to embark. The clothes which such person is wearing, his baggage and any other article likely to spread typhus or relapsing fever shall be disinfected and, if necessary; disinfected before embarkation.

(3) The Health Officer may, in his discretion, cause to be disinfected and/or disinfected any clothing, bedding or other articles belonging to any person proposing to embark on a ship. In the absence of such disinfection and/or disinfecting, the Health Officer may prohibit the taking on board of any such clothing bedding or other articles.

(4) If any clothing, bedding or other articles, which, in the opinion of the Health Officer, may require disinfection and/or disinfecting, has been placed on board without having undergone such disinfection or disinfecting, the Health Officer may cause their immediate removal from the ship.

(5) The Master of a ship shall not permit the embarkation of any clothing, bedding or other articles belonging to new members of the crew unless embarkation of such clothing, bedding or other articles has been authorised by the Health Officer.

54. A ship shall not remain in Port for a period exceeding twenty-four hours after a completion of the medical examination prescribed in rule 50. A ship so remaining shall not leave the Port until a fresh medical examination of all the persons on board has been made by the Health Officer.

55. No ship shall attempt to leave any Port in India for any Port outside India unless and until the provisions of rules 50 to 54 have been complied with—and the Master of a ship has handed over the copy of the certificate of medical inspection granted by the Health Officer to the customs authorities and one copy to the Port Pilot Officer who boards the ship for taking it out of the Port. The authority responsible for granting Port clearance shall, before granting it, make sure of such compliance.

Special Provisions relating to Pilgrim Ships

56. No person shall be permitted by the Health Officer to embark on a ship with a view to proceeding by sea Hedjaz unless such person produces valid certificates of vaccination against cholera and smollpox.

PART IV—SPECIAL PROVISIONS RELATING TO RODENT CONTROL, DERATING CERTIFICATES AND DERATING EXEMPTION CERTIFICATES.

57. (1) Every ship shall be either—

(a) periodically deratted ; or

(b) permanently kept in such a condition that the number of rodents on board is negligible.

(2) No ship shall leave any Port of India for any Port outside India unless the master of such ship is in possession of a derating Certificate or a Derating Exemption Certificate issued by the health authority for a port approved for that purpose under article 17 of the International Sanitary Regulations. Every such certificate shall be valid for

six months, but this period may be extended by one month for a ship proceeding to such a Port if the derating or inspection, as the case may be, would be facilitated by the operations due to take place there.

NOTE.—In India, the Health Officers for the Ports of—

- (i) Bombay and Calcutta are approved for the purpose of issuing Derating Certificates, and
- (ii) Bombay, Calcutta, Madras, Cochin and Visakhapatnam are approved for the purpose of issuing Derating Exemption Certificates.

(3) Derating Certificates and Derating Exemption Certificates shall conform to the model specified in Appendix I to these rules.

(4) If a valid certificate is not produced, the Health Officer for a Port approved under Article 17 of the International Sanitary Regulations, after enquiry and inspection, may proceed in the following manner—

- (a) If the Port is approved for the purpose of issuing Derating Certificates, the Health Officer may derate the ship or cause the derating to be done under his direction and control. He shall decide in each case the technique which should be employed to secure the extermination of rodents on the ship. Derating shall be carried out so as to avoid as far as possible damage to the ship and to any cargo and shall not take longer than is absolutely necessary. Wherever possible derating shall be done when the holds are empty. In the case of a ship in ballast, it shall be done before loading. When derating has been satisfactorily completed, the Health Officer shall issue a Derating Certificate.
- (b) At any Port approved for issuing Derating Exemption Certificates only, the Health Officer may issue such a certificate if he is satisfied that the number of rodents on board is negligible. Such a certificate shall be issued only if the inspection of the ship has been carried out when the holds are empty or when they contain only ballast or other material, unattractive to rodents, of such a nature or so disposed as to make through inspection of the holds possible. A Derating Exemption Certificate may be issued for an oil-tanker with full holds.

(5) If the conditions under which derating is carried out are such that, in the opinion of the Health Officer for the Port where the operation was performed a satisfactory result cannot be obtained, he shall make a note to that effect on the existing Derating Certificate.

(6) The fees chargeable for Derating Certificates and Derating Exemption Certificates at Indian Ports shall be as fixed from time to time by the Central Government.

58. The Master of every ship shall, during the stay of the ship in a Port take such precautions as the Health Officer for the Port may specify in order to prevent rodents gaining access to the ship.

59. The Health Officer shall—

- (a) take all practicable measures to keep rodents in the Port installations to a negligible number;
- (b) make every effort to extend rat-proofing to the Port installations.

PART V—SPECIAL PROVISIONS RELATING TO THE CARRIAGE OF DEAD BODIES AND CREMATED REMAINS

60. No person shall bring into India any dead body or human remains or persons who may have died of yellow fever, plague, anthrax, glanders or such other diseases as may be notified by the Central Government for this purpose :

Provided that nothing in this rule shall apply to properly cremated ashes of dead bodies or human remains.

61. The dead body or human remains of a person who may have died of a disease other than those specified in Rule 60 may be brought into India subject to the provisions of Rules 62 to 66.

62. The consignee as well as the shipping agents shall give to the Health Officer of the Port of arrival advance intimation, of at least 48 hours, of the importation of the dead body or human remains, or ashes or cremated bodies.

63. Applications to bring dead bodies or human remains or ashes of cremated bodies to India shall be made to the Indian Diplomatic representatives in countries where such representatives are functioning or, where there is no such representative, to the Health Officer of the Port at which the dead body is to be landed.

64. (1) If the dead body or human remains have been properly cremated the cremated ashes shall be placed in an urn or casket having an outer packing of suitable material.

(2) In the case of uncremated remains, the following procedure shall be adopted :—

- (a) A corpse which has not been buried should be enclosed in a shell of zinc or other equally suitable metal with all joints so soldered as to seal them hermetically and prevent the escape of noxious gases or fluids. The shell should be enclosed in a stoutly built teak or other hard wood coffin and the coffin should be enclosed in a zinc or tin lined wooden packing case filled with saw-dust impregnated with carbolic powder.
- (b) where a coffin has been exhumed and proves on examination to be intact, sound and free from offensive odour, it should be enclosed in an hermetically sealed zinc or tin-lined wooden packing case filled with saw-dust impregnated with carbolic powder.
- (c) where a coffin has been exhumed and is not intact, sound and free from odour, its contents should be dealt with in accordance with the requirements of clause (a) above.

65. A certificate issued by a responsible municipal or governmental authority of the country from where the package containing the dead body or human remains or ashes of cremated bodies as the case may be is imported and endorsed by the Indian Diplomatic Representative, if any, in that country shall accompany the package. The certificate shall give the full name of the deceased, his age at time of death and the place, date and cause of death and shall indicate that the package conforms to and has been sealed in accordance with the specifications prescribed in rule 64.

66. The package containing the dead body or human remains or ashes of cremated bodies shall not be opened during its transit and shall

be in a sound sealed condition at the time of arrival. It shall not be removed from the precincts of the Port until the Health Officer has permitted in writing its removal. After the Health Officer has accorded this permission the consignee shall remove and dispose of the package in accordance with the general or special instructions which may be issued by the local authorities, Governmental and/or municipal, in this behalf.

67. For the transmission of a dead body or human remains and ashes of cremated bodies from India to any place outside India the prior written permission of the competent authority of the country of destination as also of the District Magistrate for the place of death shall be obtained. The requirements laid down by the country of destination with regard to the import of dead bodies, human remains or ashes of cremated bodies into its territory shall be complied with by the consignor. In case, no such conditions have been prescribed, the provisions of Rule 64 shall be complied with and the package shall bear an inscription to the effect that it contains infected material and should be handled with care.

68. Subject to the provisions of Rule 60 a package containing a dead body or human remains or ashes of cremated remains, which is in transit through India shall not be subjected to any restrictions if it has been packed and sealed in the manner prescribed in Rule 64 in a manner which, in the opinion of the Health Officer, is considered to be equally satisfactory.

PART VI—SPECIAL PROVISIONS APPLICABLE IN THE EVENT OF DEATH ON BOARD.

69. If death occurs on board before a ship enters Port limits, the dead body, shall unless there are special reasons to the contrary, be buried at sea before the ship enters Port limits, in not less than five fathoms of water, in such manner as to secure immediate sinking and remaining below the surface :

Provided that, in the case of a ship proceeding to Calcutta, if death occurs after passing Saugor, and

- (1) If the ship is not likely to reach Calcutta the same day, the dead body shall be disposed of at diamond Harbour with the permission of local magistrate; or

- (2) if the ship is likely to reach Calcutta the same day, the dead body shall be brought to the Port and then dealt with in accordance with the provisions of rule 70.

70. If death occurs on board within Port limits, or if a ship arrives with a dead body on board,

- (i) the master of the ship shall at once inform the Health Officer of the fact;
- (ii) the ship's surgeon, or if there is no ship's surgeon the Health Officer, shall, if possible ascertain and certify the cause of death;
- (iii) if for any reason the ship's surgeon or, as the case may be the Health Officer is unable to certify the cause of death the Health Officer shall report the matter to the police with a view to the removal of the dead body from the ship and its *Post mortem* examination;
- (iv) the Master of the ship shall, in all cases where *post mortem* examination is necessary or where the dead body is unclaimed, hand over the dead body to the police and, in all other cases, to the person claiming the dead body;
- (v) the master of the ship shall carry out such instructions for the disposal of the dead body and for the cleansing and disinfection of the ship as may be given by the Health Officer.

71. If death occurs on board either by accident or in suspicious circumstances, the Master of the ship shall report the matter to the police at the earliest possible opportunity.

72. (1) If death occurs during the day on board a ship within Port limits, the ensign and house flag, if any shall immediately be lowered to half-mast and kept in that position from sunrise till sunset as long as the death body remains on board; and if death occurs between sunset and sunrise, one red light shall be hoisted at the peak, half-mast high.

(2) Every ship arriving at a Port with a dead body on board shall if the arrival is by day, hoist the appropriate International Code signal in accordance with Code Book, Volume 1, and if the arrival is by night, transmit a message to the signal station, intimating the fact of a dead body being on board.

PART VII—GENERAL RULES

73. The sanitary measure permitted by these Rules are the maximum measures applicable to International Traffic.

74. Sanitary measures and health formalities shall be initiated forthwith, completed without delay, and applied without discrimination.

75. (1) Disinfection, disinsecting, derating and other sanitary operations shall be so carried out as—

- (a) not to cause undue discomfort to any person, or injury to his health;
- (b) not to produce any deleterious effect on the structure of a ship, or on its operating equipment;
- (c) to avoid all risk of fire.

(2) In carrying out such operations on foods, baggage and other articles, every precaution shall be taken to avoid any damage.

76. (1) The Health Officer shall, when so requested issue free of charge to the master, or any representative of the owner or agent, of a ship a certificate specifying the measures applied to the ship, the parts thereof treated, the methods employed and reasons why the measures have been applied.

(2) The Health Officer shall, when so requested, issue free of charge—

- (a) to any traveller a certificate specifying the date of his arrival or departure and the measures applied to him and his baggage;
- (b) to the consignor, the consignee, and the carrier, or their respective agents, a certificate specifying the measures applied to any goods.

77. The Health Officer shall take all practicable measures to control the discharge from any ship of sewage and refuse which might contaminate the waters of the Port.

78. No sanitary measures, other than medical examinations, shall be applied to passengers and crew on board a healthy ship from which they do not disembark.

79. The Master of any ship subject to these Rules and every other person shall comply with all directions lawfully given and all conditions lawfully imposed by the Health Officer in pursuance of these Rules and shall give that Officer all reasonable facilities for the discharge of any duty imposed on him by these Rules.

80. The Health Officer may in his discretion—

- (i) refuse entry into the limits of the Port to any person or remove from the limits of the Port any person who in his opinion, is likely to spread any quarantinable or infectious disease, and
- (ii) prohibit the admission of any visitor to any ship.

81. The Health Officer shall take effectual measures to ensure—

- (1) that drinking water and food stuffs taken on board a ship are wholesome and that water taken in as ballast is disinfected, if necessary; and
- (2) that old clothes and rags, whether baled or otherwise, have been thoroughly disinfected before loading if, in his opinion, they are likely to be infected with smallpox.

82. "The Health Officer shall take effectual measures for keeping the Port area free from mosquitoes in their larval and adult stages."

83. (1) The Health Officer, in order, to ascertain its general sanitary condition, may at any time inspect any ship or vessel within the precincts of the Port. Such inspection may have regard to the prevalence on the ship or vessel of mosquitoes, insects or other vermin for the elimination of their breeding places on board. The Health

Officer may further require such measures to be adopted and if they are not adopted may carry them out or cause them to be carried out at the expense of the Master, Owner or Agent.

(2) The powers conferred on the Health Officer by sub-rule (1) may also be exercised by the Conservator of the Port or any Officer duly authorised by him in writing or appointed in this behalf by the Central Government.

84. (1) The Health Officer may disinfect or in special cases, for reasons to be recorded in writing, remove foodstuffs or beverage on board a ship if he has reason to believe that they may have become contaminated by the infection of a quarantinable disease or may serve as a vehicle for the spread of any such disease. If any such foodstuffs or beverage is removed from the ship, the Health Officer shall make arrangements for its safe disposal.

(2) Apart from the special provisions relating to cholera in Part II of these Rules, goods, other than live animals in transit without transshipment shall not, however, be subjected to any sanitary measures or detained.

85. Except in the case of an infected person or suspect baggage may be disinfected or disinfected only in the case of a person carrying infective material or insect vectors of a quarantinable disease.

86. (1) Mail, newspapers, books, and other printed matter shall not be subjected to any sanitary measures.

(2) Postal parcels may be disinfected and, if necessary, disinfected if they contain—

- (a) any of the foods referred to in sub-clause (7) of Clause (A) of rule 25 of these Rules, which the Health Officer has reason to believe comes from a cholera infected area; or
- (b) linen, wearing apparel, or bedding, which has been used or soiled and to which the provisions of Part II or III of these Rules are applicable.

87. (1) A certificate of clearance for the purpose of customs duty shall not be granted in respect of consignments of imported second-hand clothing unless covered by a certificate of approval from the Health Officer. The Health Officer may inspect all such consignments and prohibit removal of any consignment unless the consignee produces a certificate of disinfection, in respect of such clothing of the Government, of Municipal health authority for the Port of despatch or for the Port of arrival in India.

(2) When no such certificate of disinfection is produced, the Health Officer may direct the disinfection of such clothing and the fees chargeable for such disinfection shall be such as the Central Government may, from time to time, fix.

(3) The cost of carriage of such consignments from the docks to the disinfecting station shall also be borne by the consignor.

88. No sanitary document, other than those provided for in these Rules, shall be required by the Health Officer.

89. (1) No charge shall be made by the Health Officer of a Port for—

- (a) any medical examination provided for in these Rules or any supplementary examination bacteriological or otherwise which may be required to ascertain the state of health of the person examined.
- (b) any vaccination of a person on arrival and any certificate thereof.

(2) Charges for applying the measures provided for in these Rules, other than the measures referred to in sub-rule (1) of these Rules shall conform with the tariff for such charges as may be fixed from time to time by the Central Government. These charges shall be moderate and not exceed the actual cost of the service rendered, and they shall be levied without distinction as to the nationality, domicile or residence of the person concerned or as to the nationality, flag, registry of ownership of the ship. In particular there shall be no distinction made between national and foreign persons and ships.

(3) The tariff and any amendment thereto, shall be published in the official Gazette at least ten days in advance of the levy thereunder.

(4) If any person or member of the crew refuses or fails to pay any charges due from him, then, without prejudice to any proceedings that may be taken against him, such charges shall be recoverable from the Owner or Agent of the ship on which such person or member of the crew arrives.

90. A vaccination document issued by the Armed Forces shall be accepted in lieu of a vaccination certificate in the form shown in Appendix 2, 3 or 4 to these Rules if—

- (a) it embodies medical information substantially the same as that required by such form; and
- (b) it contains a statement in English or in French recording the nature and date of the vaccination and to the effect that it is issued in accordance with Article 99 of the the International Sanitary Regulations.

PART VII—SPECIAL RULES IN RELATION TO THE ANDAMAN AND NICOBAR ISLANDS

91. Notwithstanding anything contained in these Rules—

- (a) Every person, on arrival at a Port in the Andaman and Nicobar Islands, shall be required to produce valid certificates of vaccination against cholera and smallpox.
- (b) Any person who cannot produce such certificates may be isolated in such place as may be approved by the Health Officer for this purpose or placed under surveillance for such period, as the Health Officer may consider necessary.

92. All cattle on arrival at Port in the Andaman and Nicobar Islands, shall forthwith be sent to a segregation camp established for this purpose and shall be detained therein for a period of ten days during which it may be inoculated in such manner as the Officer incharge of the camp may deem necessary so as to render it free from infectious or contagious disorders.

PART IX*Penalties*

93. Whoever contravenes any provision of these Rules or disobeys, or fails to comply with, any order given in pursuance of these Rules shall be punishable for every such offence with fine which may extend to one thousand rupees.

94. If the Master of a ship fails wholly or in part to do any act prescribed by any rule, the Health Officer shall cause such act to be done and the reasonable expenses incurred in doing such act shall be recoverable by him from such Master.

APPENDIX—I

(See Rule 53)

Derating Certificate (a)

Derating Exemption Certificate (a)

Issued in accordance with Article 52 of the International Sanitary Regulations.

(Not to be taken away by Port Authorities)

Port of.....

Date.....

(derating

THIS CERTIFICATE records the inspection and $\frac{(\text{derating})}{(\text{exemption})}$ (a) at this port and on the above date
 of the (ship) (a) of (tonnage for a sea-going vessel) (a) (f)
 (inland navigation vessel not.....tonnage for an inland navigation vessel)

At the time of $\frac{(\text{inspection})}{(\text{deratting})}$

(a) the holds were laden with.....tons ofcargo

Compartments(b)	Rat indi- cations (c)	Rat Harbourage		Deratting				
		discovered (d)	treated	By Fumigation Fumigan..... Hours exposure.....		By cataching, trapping or poisoning		
				space (cb.) (ft.)	Quantity used (e)	Rats found dead	Traps set or poisons put out	Rats caught or killed
Holds 1.								
.....2.								
.....3.								
.....4.								

APPENDIX—II

(See Rules 2 (20), 28 (2), 31)

International Certificate of Vaccination or Revaccination
against Yellow Fever

This is to certify that.....date of birth.....
sex.....whose signature follows.....has on
the date indicated been vaccinated or revaccinated against yellow
fever.

Date	Signature and professional status of vaccinator	Origin and batch No. of vaccine	Office stamp of vaccinating centre
1.....		1	2
2.....		3	4
3.....			
4.....			

This certificate is valid only if the vaccine used has been approved by the World Health Organisation and if the vaccination centre has been designated by the health administration for the territory in which that centre is situated.

The validity of this certificate shall extend for a period of six years, beginning ten days after the date of vaccination or in the event of a revaccination within such period of six years, from the date of that revaccination. Provided that, in the case of person who is vaccinated in a yellow fever infected area or who enters such an area within ten days of vaccination, the validity shall begin twelve days after the date of vaccination.

Any amendment of this certificate or erasure, or failure to complete any part of it, may render it invalid.

APPENDIX—III

(See Rules 2 (20), 25, 27)

International Certificate of Vaccination or
Revaccination against Cholera

This is to certify that.....date of
birth.....sex.....whose signature follows
.....has on the date indicated been vaccinated or
revaccinated against cholera.

Date	Signature and professional status of vaccinator	Approved	stamp
1.....		1	2
2.....			
3.....		3	4
4.....			
5.....		5	6
6.....			
7.....		7	8
8.....			

The validity of this certificate shall extend for a period of six months, beginning six days after the first injection of the vaccine or, in the event of a revaccination within such period of six months, on the date of that revaccination.

Notwithstanding the above provisions, in the case of a pilgrim, this certificate shall indicate that two injections have been given at an interval of seven days and his validity shall commence from the date of the second injection.

The approved stamp mentioned above must be in a form prescribed by the health administration of the territory in which the vaccination is performed.

Any amendment of this certificate or erasure, or failure to complete any part of it, may render it invalid.

APPENDIX—IV

(See Rules 2 (20), 36, 38 and explanation thereunder)

International Certificate of Vaccination of Revaccination against Smallpox

This is to certify that.....date of
birth.....sex.....whose signature follows
.....has on date indicated been vaccinated or
revaccinated against smallpox.

Date	Signature and professional Status of vaccinator	Approved Stamp	State whether primary vaccination or revacci- nation; if primary whether successful
.....			
1		1 2	
2			
3			
4		3 4	
.....			

The validity of this certificate shall extend for a period of three years, beginning eight days after the date of successful primary vaccination or, in the event of a revaccination on the date of that revaccination.

The approved stamp mentioned above must be in a form prescribed by the health administration of the territory in which the vaccination is performed.

Any amendment of this certificate, or erasure, or failure to complete any part of it, may render it invalid.

APPENDIX—V

(See Rule 5 (3))

Maritime Declaration of Health

(To be rendered by the Masters of ships arriving from Ports outside the territory)

Port of.....	Dated.....
Name of ship.....	From.....to.....
Nationality.....	Master's name.....
Net Registered Tonnage.....	
Derating or	} Certificate.....Dated.....
Derating Exemption	
No. of passengers	} Cabin.....Number of crew.....

List of Ports of call from commencement of voyage with dates of departure.

HEALTH QUESTIONS

Answer
Yes or No

1. Has there been on board during the voyage* any case or suspected case of plague, cholera, yellow fever, smallpox, typhus, or relapsing fever? Give particulars in the schedule.....
2. Has plague occurred or been suspected among the rats or mice on board during the voyage* or has there been an abnormal mortality among them.....
3. Has any person died on board during the voyage* otherwise than as a result of accident? Give particulars in schedule.....

Answer
Yes or No

4. Is there on board or has there been during the voyage*any case of disease which you suspect to be of an infectious nature? Give particulars in Schedule.....
5. Is there any sick person on board now? Give particulars in schedule.....

NOTE :—In the absence of a surgeon, the Master should regard the following symptoms as ground for suspecting the existence of disease of an infectious nature; fever accompanied by prostration or persisting for several days, or attended with glandular swelling; or any acute skin rash or eruption with or without fever; severe diarrhoea with symptoms of collapse; jaundice accompanied by fever.

6. Are you aware of any other condition on board which may lead to infection or the spread of disease?

I hereby declare that the particulars and answers to the questions given in this Declaration of Health (including the Schedule) are true and correct to the best of my knowledge and belief.

Signed.....
Master

Countersigned.....
Ship's Surgeon

Date.....

*If more than four weeks have elapsed since the voyage began, it will suffice to give particulars for the last four weeks.

APPENDIX V (*Contd.*)

SCHEDULE TO THE DECLARATION

Particulars of every case of illness or death occurring on board

Name	Class or rating	Age	Sex	Nationality	Port of embar- kation	Date of Nature of illness	Date of its onset	Results of illness*	Disposal of case**
------	-----------------	-----	-----	-------------	-----------------------------	------------------------------------	-------------------------	---------------------------	--------------------------

*State whether recovered; still ill; died.

**State whether still on board; landed at (give name of Port); buried at sea.

[No. F. 15-1/56-II]
A. V. Venkatasubban
Dy. Secretary.

Indian Port Health Rules

9. After appendix 5, the following appendix shall be added, namely :—

APPENDIX—VI

(See Rule 50 (5))

Government of India

Certificate of Medical Inspection

Certified that the ship (Steamer).....
sailing under.....flag under the
 command of Captain.....
 bound for.....with.....
 crew and.....passengers on board has
 been inspected today the.....
 of.....197at.....
 hours.

Dated.....197

Health Officer of the Port

Note 1. The certificate is valid for 24 hours only vide rule 54 of the Indian Port Health Rules, 1955.

Note 2. One copy of this certificate shall be forwarded by the Master of the ship to the customs authorities issuing the Port clearance and one copy to Port Pilot Officer who boards the ship for taking it out of the Port.

The Gazette of India.
 No. 44, dated 31-10-59,
 Ministry of Health,
 New Delhi.

CHAPTER III

Extract from Carbide of Calcium Rules

PRELIMINARY

2. *Supersession and Savings* :—All notification and Rules issued by the local Governments and all appointments made by them under the Indian Petroleum Act, 1899 (VIII of 1899) as applied to Carbide of Calcium by the notification of the Government of India in the Department of Commerce and Industry No. 101—10, dated the 4th January 1907, are hereby superseded, but all licenses or duplicates granted or renewed, all fees imposed or levied and all powers conferred by or under any notification or Rule so superseded shall so far as they are consistent with these Rules, be deemed to have been respectively granted, renewed, imposed, levied or conferred under these Rules.

3. *Definitions* :—In the Rules unless there is anything repugnant in the subject or context—

- (a) "The Act" means the Petroleum Act, 1934 ;
- (b) "Carbide" means Carbide of calcium ;
- (c) "Chief Inspector" means the Chief Inspector of Explosives in India ;
- (d) "Conservator of the Port" includes any person acting under the authority of the officer or body of persons appointed to the Conservator of the Port under section 7 of Indian Ports Act, 1908 ;
- (e) "District Authority" means—
 - (i) in a Presidency town, or its suburbs, the Commissioner of police ; and
 - (ii) elsewhere the District Magistrate ;
- (f) "District Magistrate" includes an Additional District Magistrate ;
- (g) "Inspector" means an officer authorised by the Central Government under Sub-section (1) of section 13 of the Act ;

- (h) "Prescribed receptable" means a receptable which—
- (i) is made of metal but has no copper in its composition ;
 - (ii) is hermetically closed at all times except when its contents are being placed within it or withdrawn from it ; and
 - (iii) bears a stamped, embossed, painted or printed Warning exhibiting in conspicuous characters the words "Carbide of Calcium Dangerous if not kept dry" and the following caution :—

The contents of this package are liable, if brought into contact with moisture, to give off a highly inflammable gas" and

- (i) "Sampling Officer" means an officer authorized by the Central Government under sub-section (1) of section 14 of the Act.

Importation of Carbide

5. *Duty Master or Agent in Port* :—(1) The Master of the Agent of the Owner of every ship arriving at any Port and carrying carbide shall, on entering the Port and before landing any cargo, declare in writing to the Collector of Customs and also to the Conservator of the Port, the quantity and the description of such carbide.

- (2) The Master shall moor the ship in such place as the Conservator of the Port may direct, and while any carbide remains on board, shall not, except for the purpose of proceeding to sea, remove the ship without the written permission of the Conservator of the Port.
- (3) The master shall ensure that the hold of every ship bringing carbide into Port shall be efficiently ventilated from the time the vessel enters the Port until all the carbide on board has been discharged or until the ship has left the Port.

Receptacles :—(1) Carbide shall be brought into Port only in prescribed receptacles.

(2) The receptacles shall be of such strength and construction or so protected as not to be liable to become defective or insecure in transit otherwise than by gross negligence or extraordinary accident.

(3) No such receptacle shall be capable of containing more than 250 pounds of Carbide.

7. *Defective Receptacles* :—The Collector of Customs may require that any receptacle containing carbide, which does not satisfy the requirements of Rules 6 or which is defective shall be submerged, in deep water under the direction of the Conservator of the Port without compensation to the consignee.

8. *Opening of receptacle in Port*.—No receptacle containing carbide shall be opened within the limits of a Port except in premises licensed for the storage of carbide.

9. *Precautions against contact with water*.—Every reasonable precaution shall be taken to prevent the contact of water or moisture with any carbide brought into Port, and where such contact may have occurred, to prevent ignition of the gas given off.

10. *Facilities to be afforded to inspecting officers*.—The Master or the Agent of the Owner of any ship in Port with carbide on board shall, when so required by the Collector of Customs or by the Conservator of the Port or by an Inspector or sampling officer, show to such officer all carbide under his control or on board, and shall afford every reasonable facility to enable such officer to inspect such carbide as to ascertain whether these rules are duly observed and to take samples, if such officer so desires.

11. *Landing of Carbide*.—Carbide shall be landed only with the permission of the Collector and Customs and at such place or places as the Conservator of the Port may direct.

(2) Carbide shall be landed only between sunrise and sunset.

12. *Removal after landing.*—All carbide landed from any ship shall ~~be conveyed without unnecessary delay to some licensed place of storage and, if conveyed by water, shall be conveyed only in an open barge~~ certified as suitable for the conveyance of carbide by the Conservator of the Port.

13. *Port Commissioner's Regulations.*—The landing and the removal after landing of carbide in a Port shall be subject to all the regulations which may from time to time be prescribed generally or specially in that behalf by a Port Administration, provided such regulations are not inconsistent with these Rules.

Transport of Carbide

14. *Transport in quantity not exceeding 5 pounds (2 kg.)*— Carbide transported in any quantity not exceeding five pounds shall be packed in prescribed receptacles each containing not more than one pound.

15. *Transport in quantity exceeding 5 pounds (2 kg.)*— Carbide in quantity exceeding five pounds shall not be transported except under the following conditions :—

- (a) the carbide shall be contained in prescribed receptacles no one of which shall be capable of containing more than 250 pounds (113 kg.) of carbide.

18. *Transport by water.*—Where carbide is conveyed by water it shall be packed and stowed in accordance with the regulations issued from time to time by the Board of Trade for regulating the carriage of dangerous goods and explosives in ships.

19. *Restriction on delivery and despatch of carbide.*

(1) No person shall deliver any carbide to anyone other than the holder of a storage license or his authorised agent or a port Authority or Railway Administration.

(2) No person shall despatch any carbide to any one other than the holder of a storage licence.

(3) This Rule shall not apply to the delivery or despatch to any person of carbide in quantities which are permitted by these Rules to be stored without licence.

STORAGE OF CARBIDE

21. *Licence for Storage.*—(2) No license shall be required for the temporary storage of carbide within Port limits under such conditions as the Conservator of the Port may specify.

26. *Disposal of carbide if wet.*—If any carbide becomes wet it shall be destroyed by being submerged in deep water. If deep water is not available, the wet carbide shall be spread out in open in an isolated position and all precautions shall be taken to prevent any fire or artificial light or article capable of igniting acetylene being brought near until the material has given off all its gas.

Note—The fact of carbide having become wet will be indicated by the outward appearance of the drum, and probably by a disagreeable odour showing a leakage of gas.

28. *Children.*—No person under the age of 15 years shall be employed in or allowed to enter any premises licensed under these Rules.

(Govt. of India, Ind. & Lab. Dep. Notifn, No. M—826 (I) dated 18-3-37 & Govt. of Bombay, Pol. & Ref. Dept. Notifn. No. 7847, dated 22-3-37 B. G. G., dated 1-4-37, part IV-A, pages 365-381).

CALCIUM PHOSPHIDE

In so far as they are applicable the Carbide of Calcium Rules, 1937, shall apply, with such verbal modification, not affecting the sense, as may be necessary for such application, to Calcium Phosphide provided that nothing in Rules 14 and 18 shall apply to Calcium Phosphide contained in specially prepared danger and distress lights carried by any ship for use on that ship.

(Govt. of India, Ind. & Lab. Dept. Notifn. No. M—826 (1) dated 23-3-37 & Govt. of Bombay, Pol. and Ref. Dept. Notifn. No. 1458/34, dated 31-3-37, B. G. G., dated 8-4-37 part IV-A, page 443).

CHAPTER IV

RULES REGULATING THE HANDLING OF EXPLOSIVES
IN THE PORT OF BOMBAY

1. These Rules are supplementary to the Explosives Rules, 1940 (hereinafter referred to as the Principal Rules).

2. The words "ship" and "boat" hereinafter used shall have the meanings assigned to them by rule 3 of the Principal Rules.

3. Nothing in these Rules shall apply to :—

- (a) the explosives comprised in Division 1 Class No. 6 in Schedule I of the Principal Rules, and
- (b) the following manufactured fireworks as Defined in the Division 2 of Class No. 7 of Schedule I of the Principal Rules :—

Amorces or paper caps for toy pistols;

Aluminium torches;

Electric and other sparklers;

Magnesium torches;

Chinese Crackers;

Magic wire;

Meteor Matches;

Star and Brilliant matches;

Wonder candles.

4. (1) No vessel shall enter the harbour having on board more than 500 tons of explosives and/or ammunition and no vessel inside the harbour shall take on board from any other ship or boat more than 500 tons of explosives and/or ammunition already on board would aggregate more than 500 tons in weight of explosives and/or ammunition.

Note :—This restriction does not apply to war ships or to ships carrying explosives and/or ammunition to or from the Butcher Island.

(2) Every ship having explosives on board in excess of 100 lbs. (45 kg.) and entering the Port shall proceed to the explosives anchorage 084⁰, 10.2 cables from Tucker Beacon (*West Explosives Anchorage*), or if a vessel is already anchored in this anchorage, then to an anchorage 076¹/₂⁰, 15.3 cables from Tucker Beacon (*East Explosives Anchorage*), and shall not leave her anchorage without the permission of the Deputy Conservator. No vessel shall, except in the above stated anchorages, take on board from any other ship or boat more than 100 lbs. (45 kg.) weight of explosives, or such quantity as with explosives already 100 lbs. (45 kg.) weight of explosives, or such quantity as with explosives already on board would exceed in weight 100 lbs. (45 kg.)

5. Notwithstanding the last preceding the Rule it shall not be necessary for any ship having explosives on board in course of transit to another Port to discharge such explosives, but such ship shall be allowed to proceed to any berth in the ordinary anchorages in the Harbour or alongside the Harbour Wall of the docks :

Provided (1) that the explosives are stowed in a magazine or magazines constructed so as to comply in all respects with the Admiralty or board of Trade requirements and in a position approved by the Deputy Conservator or any other officer deputed by the Deputy Conservator on his behalf; (2) that the declaration prescribed by sub rule (2) of 23 of Part II of the Principal rules, has been delivered to the Pilot and that before the ship leaves the explosive Anchorage all the keys of the magazine or magazines shall have been handed by the Master or Chief Officer to the Harbour Master or his representative and such officer shall have satisfied himself that the magazine or magazines are properly locked, and (3) that every facility is given to enable the Harbour Police Superintendent to keep a special guard over the magazine or magazines while the ship is in the Harbour.

Note —The keys of the magazine or magazines will be enclosed by the Harbour Master or his representative in a sealed envelope and so returned by him to the Master or Chief Officer of the ship, upon whom it shall be obligatory to keep such sealed envelope unopened while the ship is in the Harbour.

6. Every ship having on board more than 100 lbs. (45 kg.) of explosives shall carry during the day a red flag *not* less than 3 feet square at the fore truck and at night a red light in the same place, visible all round the horizon, in addition to the regulation lights

7 (1) Every boat used in transporting explosives in the Port shall, by day, exhibit a similar red flag and by night a similar red light respectively to those described in Rule 6 above on a mast at least 15 feet high above the deck.

(2) Any boat in respect of which a license is applied for shall be duly licensed as a "Cargo Boat" under Section 79 of the Sea Customs Act (VIII 1878). All boats used for the transport of explosives in quantities exceeding 200 lbs. (90 Kg.) in weight are also required to be licensed under the Principal Rules.

(3) The boat shall be in good repair, painted red, and exhibit on a board or otherwise the word "EXPLOSIVES" painted in white letters a foot long on a black ground on each side above the water-line, and shall also be provided with a buoy as required in Rule 61 of the Principal Rules.

(4) Strong and water-tight bulkheads, with no opening shall be fitted forward and aft. and the holds shall be woodlined inside and no bare iron or steel of any description such as beams, stanchions, nails or bolt heads, *etc.* shall be visible in the holds or on the coamings of hatches. If iron nails or bolts are used in the holds they must be countersunk and effectually covered with wood or copper. All boats used for the transport of explosives in quantities exceeding 2000 lbs. in weight are required to be provided with double water-tight bulkheads at each end of the holds where the explosives are stored and the hatches are to be locked.

(5) Wooden bottom boards, in good repair, which can be easily lifted for inspection of the bilges, shall be provided, also an efficient pump for the bilges.

(6) If a cooking place is fitted on the boat any fire therein shall be extinguished and the place locked up before any explosives are taken on board.

8. Boats, when required to remain at anchor, shall anchor to the Eastward of the shipping and not nearer to any of the shipping than half a mile to the East thereof and when under way shall proceed to the discharging depot keeping at least half a mile to the Eastward of the shipping until approaching such depot.

9. The consignee, agent or other person concerned shall give written notice 48 hours before the expected arrival of any ship having on board explosives in excess of 100 lbs. (45 Kg.) weight, to the Deputy Conservator.

10. The amount of explosives conveyed in any one boat at any one time shall not exceed 560 lbs. (254 Kg.) unless the boat has a closed deck approved by the Deputy Conservator.

11. No deck boat shall carry more than 25 tons of explosives at one time.

12. The Deputy Conservator is authorized, on occasions when he may deem expedient, to permit ammunition when properly packed in cases, and when such cases do not exceed fifty in number, to be shipped on board a ship lying at the ordinary anchorage on the day or the day before such ship is intended to sail. Shipments shall be effected under the same precautions and conditions as are prescribed in these Rules. Ammunition permitted to be shipped under this Rule must be taken immediately on the boat going alongside and no other vessel having fire on board shall be permitted to lie on the same side of the ship during the time of such shipment.

13. The loading or unloading of explosives which belong to classes 1, 2, 3 and 4 inclusive, specified in Schedule I of the Principal Rules shall be permitted by the means of rope net slings fitted with trays provided that—

(a) The sling shall be sufficiently large completely to enclose all cases or packages to be slung in it so that no packages can fall out from the top of the laden sling. The sling shall be made entirely of rope, which shall be of good quality Manilla, in good condition, not frayed nor broken and not less than 2 inches (5 Cms.) in circumference with a mesh of such a size as to render it impossible for any package of the size being discharged, to fall through the mesh. The sling shall also have a running part of same quality Manilla rope in good condition and double throughout not frayed nor broken and not less than $3\frac{1}{2}$ inches (9 Cms.) in circumference, and both parts shall be used when the sling is being hoisted.

Note :—The working load $3\frac{1}{2}$ inch (9 Cms.) Manilla is $1\frac{1}{2}$ tons.

(b) Not more than 1,500 lbs.(681 Kg.) weight shall be hoisted or lowered in any one sling.

(c) Laden slings while being hoisted or lowered shall not be allowed to swing into other laden slings, nor to strike against hatch coamings or any other portion of the ship or the boat into which they are being loaded or from which they are being unloaded. A cushion, as provided for in rule 58 of the Principal Rules, shall be used, and the laden sling must be lowered sufficiently gently to prevent any danger of the top packages falling.

(d) When slings are being loaded or unloaded, the packages shall be carefully piled or unpiled by hand and not thrown down, dropped or jarred at any time during transit between magazine and boat.

(e) Should weather conditions or other circumstances appear to involve any risk of detonation, the loading or unloading shall be immediately stopped.

(f) The handling of explosives on board vessels shall only be carried out under the supervision of a Stevedors' Foreman fully conversant with these Rules.

14. If any person commits a breach of any of the foregoing Rules he shall be liable to a fine which may extend to one thousand rupees.

License form of the Port of Bombay.

Bombay Port Trust

License for the transport of explosives in boats.

Name of boat other distinguishing mark _____

Official No. _____

Gross Tonnage, if any _____

Name of Owners _____

Fee—Rs. 16.

The above boat is hereby licensed, under rule 60 of the Explosives Rules, 1940, for the transport of explosives up to a maximum of 25 tons, within the limits of the Port of Bombay, subject to the provisions of the Explosives Rules 1940, the rules regulating the handling of explosives in the Port of Bombay, and the Indian Explosives Act, 1884.

The license shall remain in force till the _____

_____ day of _____ 19

Issued at Bombay the _____

day of _____ 19

Deputy Conservator of
the Port of Bombay

(Govt. of India, Deptt. of Works,
Mines and Power, Notfn. No. P.
103, dated 11-3-47—Gazette of
India, Part I, Sec. I, dated
15-3-47, Pages 356-358)

CHAPTER V

RULES FRAMED UNDER THE GLANDERS
AND FARCY

(1) The Master of any vessel which arrives in the Harbour with one or more horses on board shall give information thereof to the Pilot and shall hoist the 'N' flag under the ensign for the information of the Inspector under the Act on duty at the Harbour and shall keep these flags flying until authorised to lower them by the Inspector under the Act.

(2) The Pilot in charge shall deliver to the Master a printed copy of section 2*, 10* and 11* of the Act and the master shall give such copy to the Owner or person in charge of the horse or horses.

(3) The Master of the vessel shall not permit any horse to be landed until it has been inspected by the Inspector under the Act and permission has been given by the Inspector for him to do so.

Extract from the Glanders and Farcy Act

Section 2*. (1) In this Act, unless there is anything repugnant in the subject or context, "diseased" means affected with glanders or farcy or any other dangerous epidemic disease among horses which the Governor-General in Council may by notification in the *Gazette of India* specify in this behalf either generally or in respect of any local area.

(2) The provision of this Act relating to horses shall apply also to asses and mules.

Section 10*.—The owner or any person in charge of a diseased horse shall give immediate information of the horse being diseased to the Inspector or to some such authority as the local Government may appoint in this behalf.

Section 11*.—No person in charge of any horse which has been in the same field, building or place as or in contact with a diseased horse shall remove such horse, except in good faith, for the purpose of preventing infection or under a licence* to be granted by the Inspector and subject to the conditions of such licence.

Note—A police officer is one of authorities appointed under Section 10 by the Local Government to receive information of a horse being diseased.

CHAPTER VI

**Rules framed under the provisions of the
Bombay Port Trust Act**

The steps at the east face of the Apollo Pier shall be the ordinary landing place for launches, cutters gigs and all vessels propelled by steam or other mechanical power to go alongside for the purpose of landing or embarking passengers or for any other purpose.

It is prohibited for such vessel to use the slope or inside steps on the north side of the pier or the slope on the south side except between the 15th May and 15th September each year.

Buoys and marking of wrecks.

Within the limits of the Port of Bombay the uniform system of buoyage adopted by the General Light-house and other Authorities of the United Kingdom of Great Britain is in force (Government Resolution, Marine Department, No. 681, dated 15-1-24).

Discharge of Ballast Rubbish and Oil in Port

1. Under the provisions of section 21 of the Indian Ports Act it is forbidden to cast or throw ballast into the Harbour or into or upon any place on shore from which such ballast is liable to be washed into the Harbour.

2. A reward of Rs. 5 will be paid by the Trustees of the Port of Bombay to any person or persons giving such information as shall lead to the conviction of an offender or offenders against this provision.

3. Ballast from country craft may be deposited at the dredger's depositing ground south of Karanja Beacon within the area marked by three black buoys with black and white flags.

4. Stone or other ballast in large quantities from ocean-going vessels may be deposited at sites which will be allotted on application to the Trustees' Chief Engineer.

5. Under the provisions of section 21 of the Indian Ports Act it is forbidden for any person by himself or by another to cast or throw any rubbish or any such things or to discharge any oil or water mixed with oil into the Harbour or into or upon any place on shore from which such rubbish or any such thing is liable to be washed into the Harbour.

6. Any person who by himself or another so casts or throws any rubbish or any such things, or discharges any oil or water mixed with oil, and the *Master of any vessel* from which the same is so cast or thrown or discharged shall be punishable with fine which may extend to Rs. 500, and shall pay any reasonable expenses which may be incurred removing the same.

Offences Punishable and Penalties

1. Any person omitting to give notice of the finding of, Notice, delivery etc. or failing to deliver to the Deputy Conservator, of salvaged articles. any goods salvaged in the port, shall be punished with a fine which may extend to one thousand rupees (Merchant Shipping Act)

2. The Master of any vessel which shall have been lost, stranded materially damaged or on which any casualty Report of accident to or loss of vessel or life, to be made. shall have happened resulting in loss of life or shall have caused damage to any other vessel shall on arrival in Bombay give immediate notice of the occurrence to the Principal Officer, Mercantile Marine Department, Bombay District, failing which he shall be punished with a fine which may extend to five hundred rupees, and in default of payment to simple imprisonment for a term which may extend to three months (Merchant Shipping Act).

3. Under the provisions of the Indian Ports Act, the following offences are punishable with fine or imprisonment :—

	Section of the Act
(1) Refusing or neglecting to obey any lawful direction of the Deputy Conservator (acting on behalf of the Conservators of the Port)	8(2)

	Section of the Act
(2) Causing obstruction, impediment or public nuisance likely to affect free navigation by any timber raft or other thing floating or being in any part of the port ..	10(1)
(3) Lifting a buoy or mooring for the purpose of unhooking or getting clear from the same without the assistance of the Deputy Conservator (acting on behalf of the Conservators of the Port) ..	13(1)
(4) Refusing to allow the Deputy Conservator (acting on behalf of the Conservators of the Port) or his Assistant to board a vessel in the performance of his duties ..	15(1)
(5) Failing to comply with a requisition from the Deputy Conservator in case of fire ..	16(2)
(6) Lifting, injuring, loosening, or setting adrift any buoy, beacon or mooring ..	19(1)
(7) Loosening or removing from the moorings any vessel	20
(8) Casting or throwing ballast into the Port ..	21
(9) Graving, breaming or smoking any vessel contrary to the directions of the Deputy Conservator (acting on behalf of the Conservators of the Port) ..	22
(10) Boiling or heating any pitch, tar, rosin dammer, turpentine, oil or other such combustible matter on board any vessel ..	23
(11) Drawing off spirits on board any vessel in port by an unprotected artificial light.	
(12) Refusing to permit any warp or hawser to be made fast to the vessel or letting the warp or hawser go without orders. ..	25(1)
(13) Causing or suffering any warp or hawser attached to the vessel to be let out after sunset to the danger of other vessels in Port. ..	26(1)

	Section of the Act.
(14) Discharging any firearm in port except for the purpose of making a signal of distress. ..	27
(15) Omitting to take order to extinguish fire on board his vessel or obstructing the Deputy Conservator (acting on behalf of the Conservators of the Port) in doing so ..	28
(16) Creeping or sweeping in port for anchors, cables, or other stores lost, without permission. ..	29
(17) Removing or carrying away any rock, stones, shingle, gravel, sand or soil or any artificial protection of sinking or burying any mooringpost, anchor, or any other thing. ..	30(1)
(18) Causing to enter, leave or be moved any vessel of the measurement of 200 tons or upwards without a Pilot. ..	31(1)
(19) Causing to enter, leave or be moved any vessel of the measurement of less than 200 tons, and exceeding 100 tons without a Pilot, unless authorised in writing to do so. ..	31(1)
(20) Neglecting to provided a proper force-pump and hose, etc., for extinguishing fire on board any vessel exceeding the measurement of 200 tons ..	32
(21) Failing to report a vessel's arrival within 24 hours..	39
(22) Neglecting or refusing to produce a vessel's register	41b
(23) Evading payment of Port Charges. ..	45(1)
(24) Failing to hoist the number by which the vessel is known when passing the Signal Station. ..	51(2)
(25) Disobeying any rule or order under this Act and for the punishment of disobedience to which no express provision has been made ..	54
(26) Hoisting, carrying, or wearing any unlawful colours	62(2)

APPENDIX "A"

Customs Departmental Code of Signals.

To be used with the Customs pennant above each hoist, Customs pennant over :—

- A.B.C. I want a Preventive Officer.
- A.B.D. Second Preventive Officer required.
- A.B.E. Another Preventive Officer required.
- A.B.F. Preventive Officer is coming.
- A.B.G. Visiting Inspector is required.
- A.B.H. Passenger Inspector is required.
- A.B.I. Superintendent required.
- A.B.J. Visiting Inspector will board.
- A.B.K. Passenger Inspector will board.
- A.B.L. Superintendent will board.
- A.B.M. Port clearance not on board.
- A.B.N. Boat notes required.
- A.B.O. Tranship list insufficient, more required.
- A.B.P. Manifest required.
- A.B.Q. Sending boat notes.
- A.B.R. Sending Port clearance.
- A.B.S. Sending tranship lists.
- A.B.T. Import General Manifest not on board.
- A.B.U. Steamer requires "B" certificate.
- A.B.V. Break bulk permit on board.
- A.B.W. May boat notes for kerosene oil be granted?
- A.B.X. May this vessel work to-day?
- A.B.Y. Today is a close day. Vessel may only work on special permission.
- A.B.Z. Is the Captain on-board?
- A.C.B. The Captain is required to come to the Custom House

- A.C.D. Preventive Officer will remain on board.
- A.C.E. Custom boat required.
- A.C.F. Preventive Officer wants relief, urgent.
- A.C.G. Am sending relief.
- A.C.H. Is there any dutiable cargo on board ?
- A.C.I. Has dutiable cargo on board.
- A.C.J. Has no dutiable cargo on board.
- A.C.K. Only specie on board.
- A.C.L. All dutiable cargo discharged. May I leave the ship ?
- A.C.N. Cargo finished. May I leave the ship ?
- A.C.O. Preventive Officer will report himself to Superintendent on leaving the ship.
- A.C.P. Custom House.
- N. Yes
- D. No.
- A.C.R. Special permission to work applied for but not on board. May ship work ?
- A.C.S. Ship has arrived with excess passengers. and no "A" or "B" certificate. Orders required.
- A.C.T. Detain port clearance for further orders.
- A.C.U. Take a correct list of stores.
- A.C.V. Inform Port Health Officer. Ships ready for inspection.
- A.C.X. Waiting for port clearance.
- A.C.Y. Officer required to check stores.
- A.D.B. May kerosene oil ships come alongside to pump out ?
- A.D.C. Passed. Test certificate received. Ship may come alongside.

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भारत सरकार
GOVERNMENT OF INDIA

नौ सम्बन्धी स्वास्थ्य का अभिकथन
MARITIME DECLARATION OF HEALTH

(जो भू-भाग के बाहर के पत्तनों से पहुंचने वाले जहाजों के कप्तानों को करना होता है)
(To be rendered by the Master of Ships arriving from ports outside the territory)

पत्तन Port of	तारीख Date	
जहाज का नाम Name of Ship	से From	क To
राष्ट्रीयता Nationality	कप्तान का नाम Master's Name	
रजिस्टर दर्ज निबल टन भार Net Registered Tonnage		
निर्मुषण या निर्मुषण को छूट Deratting or Deratting Exemption	प्रमाण-पत्र Certificate	तारीख Dated
		में दिया गया Issued at
कर्मियों की संख्या Number of crew		
यात्रियों की संख्या Number of passengers	डेक Deck	केबिन Cabin

यात्रा आरम्भ होने के बाद जहाज जिन पत्तनों पर रुका है, उनकी सूची रवानगी की तारीखों के साथ (गए 30 दिन)
List of ports of call from commencement of voyage with dates of departure (Last 30 days)

स्वास्थ्य सम्बन्धी प्रश्न
Health Questions

'हां या नहीं' में उत्तर दिजिए
Answer 'Yes or No'

- क्या यात्रा के दौरान में जहाज पर प्लेग, हैजा, पीतज्वर, चेचक, छोटी मात्ता, प्रबलास, मस्तिष्क मेरुच्छदकोप या प्रतिश्याय क्लोमापक की कोई वारदात या संदिग्ध वारदात हुई है? अनुसूची में ब्यौरा दीजिए।
Has there been on board during the voyage any case or suspected case of plague, cholera, yellow fever, smollpox, chickenpox, diphtheria, cerebrospinal meningitis and influenza pneumonia? Give particulars in schedule.
- क्या यात्रा के दौरान में जहाज पर बूहे या बूहियों में प्लेग की कोई वारदात या संदिग्ध वारदात या उनमें असाधारण मृत्यु दर रही है?
Has plague occurred or been suspected among the rats or mice on board during the voyage or has there been an abnormal mortality among them?
- क्या यात्रा के दौरान में जहाज पर दुर्घटना को छोड़कर, किसी और कारण से कोई व्यक्ति मरा है? अनुसूची में ब्यौरा दीजिए।
Has any person died on board during the voyage otherwise than as a result of accident? Give particulars in the schedule.
- क्या इस समय जहाज पर ऐसा रोग हुआ है या यात्रा के दौरान में किसी ऐसे रोग की वारदात हुई है जो आपके अनुमान में संक्रामक है? अनुसूची में ब्यौरा दीजिए।
Is there on board or has there been during the voyage any case of disease which you suspect to be of an infectious nature?
- क्या जहाज पर इस समय पर कोई रोगी है? अनुसूची में ब्यौरा दीजिए।
Is there any sick person on board now? Give particulars in the schedule.

टिप्पणी :—चिकित्सक की अनुपस्थिति में कप्तान को निम्नलिखित लक्षणों को देखकर संक्रामक रोग के होने का संदेह करना चाहिए :—

ज्वर जिसके साथ अवमान हो या जो कई दिनों तक चड़ा रहे या जिसके साथ ग्रन्थि की सूजन हो, या ज्वर या बिना ज्वर के कोई तीव्र त्वचोद्भेद या दबोड़ा, सन्निपात के लक्षणों के साथ तीव्र अतिसार, पीलिया जिसके साथ ज्वर भी हो।

Note :—In the absence of a Surgeon, the Master should regard the following symptoms as ground for suspecting the existence of disease of an infectious nature :—

Fever accompanied by prostration or persisting for several days, or attended with glandular swelling; or any acute skin rash or eruption with or without fever; severe diarrhoea with symptoms of collapse; Jaundice accompanied by fever.

6. क्या आपकी जहाज पर किसी ऐसी बात की जानकारी है जिससे संक्रमक हो सकता है या बीमारी फैल सकती है ?
Are you aware of any other condition on board which may lead to infection or the spread of disease ?

7. क्या आपके पास कोई बन्दर जहाज पर लदे बोझ के रूप में अथवा पालतू है ?
Have you any monkeys on board either as cargo or pets ?

8. क्या आप अफ्रीका के पश्चिम उपकूलस्थित सेनेगल से अंगोला तक, इथोपिया, सोमालिया, केनिया या टांगानिका, ब्रेजिल, बलिभिया, पेरू और दक्षिण अमेरिका स्थित त्रिनिदाद, टोबागो सहित दूसरी देश जो उनके उत्तरी अंश में और मध्य अमेरिका स्थित दक्षिण मेक्सिको देशों के किसी पत्तन पर 30 दिन के भीतर गए हैं ?
Have you visited any port in West Coast of Africa from Senegal to Angola and Ethiopia, Somalia, Kenya or Tanganyika, Brazil, South Peru and other countries north of these in South America including Trinidad, Tobago and countries of Mexico in central America within 30 days ?

9. क्या आपके जहाज में कोई ऐसा व्यक्ति है (नाविक या यात्री) जो जीबोटी या अदन से जहाज में चढ़ा हो और छह दिनों के अन्दर इस बन्दरगाह में आ रहा हो ?
Have you on board any person (crew/passenger) who embarked at Djibouti or Aden and arriving at this port within 6 days ?

10. क्या आपके जहाज में कोई ऐसा व्यक्ति (नाविक अथवा यात्री) है जो अदन या जीबोटी से जहाज में चढ़ा हो और छह दिनों के अन्दर इस बन्दरगाह में आ रहा हो ?
Have you on board any person (crew/passenger) who embarked at Aden or Djibouti and arriving at this port within 6 days ?

11. के एजेंटों के नाम
Names of the Agents at

मैं अभिकथन करता हूँ कि इस स्वास्थ्य घोषणा में (जिसमें अनुसूची भी शामिल है) प्रश्नों के जो उत्तर दिए गए हैं, और जो बातें लिखी गई हैं, वे सब जहां तक मुझे मालूम है, सच और सही हैं ?

I hereby declare that the particulars and answers to the questions given in this Declaration of Health (including the Schedule) are true and correct to the best of my knowledge and belief.

हस्ताक्षर
Signed

प्रतिहस्ताक्षर
Countersigned

कप्तान
Master

जहाज का भिषक
Ships Surgeon

APPENDIX

अभिकथन-पत्र की अनसूची

SCHEDULE TO THE DECLARATION

जहाज पर होने वाली बीमारी या मृत्यु की वारदात का ब्यौरा

Particulars of every case of illness or death occurring on board

[illegible]

*लिखिए कि रोग अच्छा हो गया, अभी चल रहा है या रोगी की मृत्यु हो गई।

*State whether recovered, still ill, died.

†लिखिए कि रोगी अभी तक जहाज पर है या जहाज से उतार दिया गया (पत्तन का नाम दीजिए) या दफना दिया गया।

† State whether still on board, landed at (give name of port), buried at sea.

मप्रभासमुता—से 4—200 पी०एच०ओ० मुम्बई/97—29-6-99—15,000.

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