

# Bombay Port Trust

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## DRY DOCKS BY-LAWS.

*( Revised up to 31st December 1977 )*

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Price Rs. 3/-

## BY-LAWS FOR THE SAFE AND CONVENIENT USE OF THE BOMBAY PORT TRUST DRY DOCKS

1. (i) These Bye-laws may be called BPT dry Docks (Amendment) Bye-Laws, 1991.

(ii) They shall come into force on the date of publication of the sanction thereto of the Central Government in the Official Gazette. *U. O. No. 2-4-13/11-1991 GSR 682(E)*

2. (i) For the words 'Docks Manager' and 'Docks Manager's Office', wherever appearing in the Dry Docks Bye-Laws the words 'Chief Mechanical Engineer/Additional Chief Mechanical Engineer' and 'Chief Mechanical Engineer's Office' respectively, be substituted.

Entry List  
in the order in which they are received in the Entry List and no vessel shall be admitted into Dry Dock without previous regulation by the Docks Manager of the time of entry into, and of remaining in, Dry Dock.

2. Any \*self propelled vessel (but not a sailing vessel) may be entered for docking before her arrival in Port.

Steam Vessel may be entered before arrival

3. Until the Docks Manager shall have issued to the master a regulation order in the approved form (Appendix B) no such application as aforesaid shall be deemed to have been accepted, and no regulation as to the time and manner of the entry of a vessel into the Dry Dock or of her remaining there shall be deemed to have been made. And no such regulation shall at any time be deemed to have been made which is not in conformity with the contents of the said order.

Regulation of vessel entering into Dry Dock

4. Prior to the admission of any vessel into Dry Dock the following arrangements must be carried out on board the vessel, viz :-

Arrangement to be carried out board a vessel before entry.

Suitable hawsers and heaving lines must be in readiness on each side, fore and aft, and gantlines rove for masthead pendants.

The vessel must be in ballast trim and must be upright and as nearly as possible on even keel. The bilges must be perfectly dry, fore and aft, and kept so, and must be available for inspection.

All side and stern ports must be closed.

The ballast tanks must either be full with their doors properly secured, or quite dry and when possible with their doors off, ready for examination.

In the event of any master, owner or agent being desirous of docking a vessel with cargo, the total weight of vessel and cargo shall be declared and ~~the Trustees reserve to themselves the right to refuse to dock any such vessel without assigning any reason for their refusal.~~

The master, owner or agent of a vessel shall be bound to make known to the Trustees, in his application form (Appendix A) any peculiarity in the style of construction of the keel or bottom of his vessel.

\* Substituted vide T. R. 371 of 27th March 1973 effective from 1-11-1973

The vessel's crew shall render every assistance when docking and undocking and if in the Dock Master's opinion extra hands are required on board they shall be provided at the expense of the master, owner or agent of the vessel.

If so required by the Trustees' Officers the awnings shall be furled.

The Docks Manager may, if he thinks necessary, himself inspect the vessel or cause in to be inspected by one of his officers, and should it be found on such inspection that any of the foregoing instructions have not been carried out, the vessel may be refused admission into Dry Dock.

4A. Prior to the admission of any bulk oil vessel into Dry Dock the master shall produce a certificate signed by the Inspector of Explosives or the Assistant Inspector of Explosives West Circle, Bombay, that the vessel has been properly cleansed and is entirely clear of petroleum and vapour of petroleum. No repair work to pipes, valves, pumps and other fittings of tanks and pump rooms of a petroleum tanker shall be carried out in the Dry Dock unless a certificate signed by the Inspector of Explosives or the Assistant Inspector of Explosives, West Circle Bombay to the effect that these fittings are free from dangerous vapour, has been obtained.

Provided that tankers which have not carried fuel oil of flashpoint below 150° Fahr since their last gas free certificate was granted and which are entering Dry Dock for the purpose of hull painting and examination only, will be admitted into Dry Dock on certificates issued by the Masters of those vessels stating that the tanks have been properly cleaned out. If, after entry into Dry Dock, it should transpire that the vessels require more extensive repairs, a gas free certificate signed by the Inspector of Explosives or the Assistant Inspector of Explosives, West Circle, Bombay, must be produced before such repairs shall be started.

4B. The Owner, Master or any person in-charge of a vessel shall not allow the breaking up 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 dangerous or non-dangerous 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 Inspector of Explosives or the Assistant Inspector of Explosives, West Circle, Bombay. Such Owner, Master or other person in charge of such vessel shall be liable to indemnify the Trustees of the Port of Bombay for any loss or damage whatsoever arising directly or indirectly from any breach of this By-law.

5 The master or owner of a vessel regulated for Dry Dock shall make his own arrangements for moving his vessel from her berth in the Harbour or in Dock to the entrance of the Dry Dock, and in like manner when undocking, for moving his vessel from the Dry Dock entrance to her berth in the Harbour or in the Docks should the services of a tug <sup>and</sup>/<sub>or</sub> a pilot be required for moving a vessel, the expenses in connection with their employment shall be borne by the master, owner or agent of the vessel.)

Master, & c.,  
to navigate his  
vessel to entrance  
to Dry Dock

Delet

5  
 5A. Before a vessel is moved from her berth in Dock to any of the Port Trust Dry Docks, or if entering Dock, for the purpose of proceeding direct into any of the Port Trust Dry Docks, the Master shall furnish to the Dock Master and will verify the correctness thereof by his signature the full information required on a printed form (Appendix C) giving the following particulars :—

- (1) Length of vessel.
- (2) Draft forward.
- (3) Draft aft

(4) The Vessel <sup>is</sup>—upright and <sup>is</sup>—stable.  
                   is not                   is not

In the event of the Vessel's trim as certified not being within the limit allowed viz. 1 foot for every 100 feet of her length, the Dock Master shall refuse to take her to the Dry Dock entrance and may refuse her admittance to the Wet Dock. And in such cases a penalty of ~~Rs. 450~~ shall be payable to compensate the Trustees for any loss of revenue that may be incurred by the Dry Dock remaining unoccupied on the day the vessel is refused admission. The entire responsibility for any accident whatever, which may result from inaccurate or incorrect information having been furnished shall in addition to the prescribed penalty, and charges for delay in Dry Docking, devolve on the Master or Owner of the vessel.

Rs. 2500/-

NOTE :— The Master of a vessel, that has been refused admission to the Dry Dock under the above By-law, will be required to submit a fresh application for Dry docking and he shall not claim precedence over any other vessel for which in the meantime an application to Dry dock shall have been received.

6. Save as hereinafter mentioned, no vessel shall remain in Dry Dock longer than the time for which such vessel shall have been regulated. If before the expiration of the time for which a vessel has been regulated the Docks Manager shall be satisfied, on written application to be made to him for that purpose that circumstances not known when the vessel was regulated or beyond the control of the persons engaged in the work, will prevent the completion, within the period for which the vessel was regulated, of work which can only be done in a Dry Dock a new regulation may, if the Docks Manager thinks proper, be made for such further time.

Time a vessel  
 may occupy a  
 Dry Dock

Provided, however, that if Dry Dock is required for another vessel, such new regulation shall not be made unless the Master or the Owner of the first vessel shall agree to pay the charges prescribed in the note to clause (d) of

Sec. XI of the Scale of Rates charged at the Trustees' Docks.

(\*) Charges as per section XI of the DSR.

NOTE :— The Trustees accept no responsibility whatever for any detention to vessels using their dry docks

7. In regulating the admission of vessels into Dry Dock, the Docks Manager shall be at liberty, with the approval of the Chairman of the

(\*) G.O.I part II sec 3(i) EXT dt. 13.11.1991 & M.G.G part II dt. 25/4/91 & 2/5/91.

(11) of Sched

Priority given  
to vessels for  
short periods.

Trustees to give priority of regulation to those vessels requiring the use of the Dock for the least time not exceeding 24 hours without regard to the order in which such vessels stand on the Entry List. But no vessel to which priority shall have been given under this provision shall be entitled under any circumstances to remain in the Dry Dock beyond the time for which she was regulated.

Priority given  
to damaged  
Vessels.

8. The Docks Manager may, in his discretion, allow any vessel which shall have put back to port in a damaged condition or which shall under any circumstances be in such a condition as may, in his judgment, render her immediate admission to Dry Dock actually necessary, to enter the Dry Dock in priority to all other vessels standing on the Entry List.

At expiration  
of regulated  
period water  
may be admitted

9. If any vessel shall not leave Dry Dock at the expiration of the period for which she was regulated or re-regulated, the Docks Manager, whether such vessel may or may not be then water-tight or capable of being floated, may at the risk of the master, owner or agent of such vessel, lift the caisson of the Dry Dock to let out any other vessel therein or to admit any other vessel thereto or the Docks Manager may, at his option, remove any such vessel and recover from the master, owner or agent all the expenses incurred in so doing, including the cost of making the vessel water-tight, if necessary.

Blocks & c.,  
provided by  
the Trustees.

10 Blocks, shores, stages and salt water connection will be provided by the Trustees as follows :—

Blocks.— One set for the length given at the time of regulating.

Bilge Shores— In such number as may be required.

Horizontal Shores— Two for every fifteen feet of the length given at the time of regulating.

Stages and stage-ropes with Poles or Outriggers— A sufficient number to make one tire of stage round the vessel.

No block, shore, stage, pole, rope or other article belonging to the Trustees shall be removed without permission from the Trustees' Officers in charge of the Docks.

An extra charge equivalent to the actual cost of the work required to be done, plus supervision charges at the rate in force at the time, will be levied if special blocks have to be laid or if existing blocks have to be spaced closer together, on account of peculiarities in the construction of the vessel, or for any damage done to the blocks or other gear by the vessel. Del

Salt Water connections :—

“As a necessary safeguard against fire emergency it shall be compulsory for all ships using the Trustees' Dry Docks to have a salt water connection installed.

(X) vide Govt. order in sec. 3(1) E.M. Act - 12-11-91 & M.C. 9  
part II dt. 25/11/91 & 2-5-91.

This service shall be free of charge and the cost for energy consumed if the pumps are required to be worked will be borne by the Trust."

11. No article belonging to the Dry Docks shall be destroyed, cut or otherwise damaged or allowed to go adrift, nor shall timber or other heavy articles or things be thrown down upon the steps and stone work nor passed into or out of Dock otherwise than by the means provided and prepared for that purpose.

Trustees' gear,  
tackle & c., to be  
safeguarded.

12. Ballast, coal or heavy weights shall not be shifted in or shipped on board a vessel in Dry Dock without the special permission of the Chief Mechanical Engineer.

Ballast. & c.,  
not to be shifted  
or shipped,

No outboard work shall be carried on in regard to a vessel during the time she is being docked or undocked.

13. By-Law governing the grant of licences to carry out work on vessels in the Trustees' Dry Docks:—

Issue of licences  
to work on  
Vessels in Dry  
Docks.

- (i) The Trustees shall issue licences from year to year to approved contractors/agents, granting them permission to undertake work in connection with the vessels in the Dry Docks and no person shall be, allowed to undertake any such work unless holding the Trustees' licence. Licences shall be renewable every year at the option of the Trustees. The Trustees may at any time cancel any licence issued under this By-Law or may suspend the same for such period as they may specify for breach of any of the terms of the licence or for breach of any of the provisions of the Dry Docks By-Laws 11 to 13. The licence may likewise be cancelled or suspended if after grant thereof it is discovered that the application for the licence contained any misrepresentations or misstatements of material facts or if the licensee shall have been adjudged insolvent or shall have gone into liquidation as the case may be or if the licensee or his workmen occasion any damage to Port Trust property or to any vessel or equipment thereof or if the licensee /or his workmen cause any obstruction to any work in the Docks or for other sufficient reason. But no such licence shall be cancelled or suspended until the holder of the licence has been given reasonable opportunity for showing cause why his licence should not be cancelled or suspended as the case may be.

Provided that no such opportunity for showing cause shall be necessary when the licence is suspended pending an enquiry against the holder of the licence for contravention of any of the terms thereof or for contravention of any of the provisions of the Dry Docks By-Laws or for doing anything for which the licence is liable under this By-Law to be cancelled or suspended.

- (ii) A licensee shall not carry out or undertake to carry out any repairs or enter into any tank or such vessel wherein petroleum may have been deposited unless a vapour free certificate is cited or an under-

Substituted vide TR No. 371 of 27 th March 1973-Sanction of Central Government vide No. 8/PGA (70)/73 dated 10th October 1973 published in Maharashtra Government Gazette On 1-11-1973.

taking has been taken from the owner, master or person in charge of the vessel that the vapour free certificate from the Inspector of Explosives or the Assistant Inspector of Explosives, West Circle, Bombay has been obtained. The licensee shall also take all precautions enumerated in by-law 4 A 4 B and also take instructions from the owner or master to prevent any accident while carrying out hot work or any other repair work. The Licensee shall comply with the Dock safety Regulations, Indian Electricity Acts and Rules, Petroleum Rules 1937 as amended from time to time and all other statutory provisions concerning the safety of the workmen engaged on repairs on a vessel in the dock.

- (iii) The contractors/agents desiring to obtain a licence for carrying out works in dry docks shall submit an application to the Chief Mechanical Engineer, Bombay port Trust, Mazagaon, Bombay 400 010 stating clearly the nature of work intended to be carried out in the Dry Docks viz., either chipping and painting or ship repair work. In case of ship repair work the contractors/agents should further mention whether they want to carry out hull repairs or repairs to stern gear or both.
- (iv) The contractors/agents desiring to carry out chipping and painting work inside the dry docks shall be necessarily registered with Bombay Dock Labour Board and they must have facilities such as enough number of painting gears and other necessary tools for chipping, scrapping, etc, including tested ropes, slings and chains, pulley blocks necessary for various operations required in connection with chipping and painting work inside the dry dock. The contractors/agents shall be bound to employ foremen and tindals of experience to supervise the work of chipping and painting in the dry dock and such foremen and tindals shall be bound to use every reasonable means for preventing accidents to the men employed under them.
- (v) The contractors/agents desiring to carry out repairs to hull, stern gear etc, shall have a workshop of their own, which shall be equipped at least with the following :-
  - (a) Portable air compressors.
  - (b) Portable diesel/transformer/rectifier/welding sets for either AC or DC are welding along with necessary accessories.
  - (c) Pneumatic caulking machine.
  - (d) Pneumatic drilling machine.
  - (e) Pneumatic rivetting machine.
  - (f) Lathe.
  - (g) Power Saw.
  - (h) Grinding machine

- (i) Boring machine.
- (j) Shaping machine.
- (k) Milling machine.
- (l) Pipe Drilling Machine.
- (m) Gas cutting equipments with necessary accessories.

The contractors/agents should also have ready stock of materials comprising tested quality plates, pipes trestles, ladders of suitable sizes, tested quality wire slings of assorted sizes for carrying out general repair works on vessels in Dock. The Contractor/Agents should also have all safety equipments such as goggles, gloves etc, required by their workmen to enable them to carry out work in an efficient and safe manner. They should only use tested gear for lifting, pulling, etc. The Contractors/Agents should have a qualified Engineer in overall charge of the work, technically competent supervisors and adequate strength of skilled and unskilled workers for undertaking repairs on vessels.

- (vi) The licensee shall be responsible for the Trustees' gear in his use and shall at once bring to the notice any damage to such gears beyond ordinary wear and tear and shall make good any such damage according to the assessment of the Trustees' Chief mechanical Engineer and shall return the gear when done with and arrange it in a good order convenient for re-issue in accordance with the directions of the Trustees' Officer in charge of the gear.
- (vii) The acceptance of such gears by a licensee shall be taken as an assurance that he has satisfied himself that the gear is in sound and serviceable condition and in every respect fit and suitable for the purpose for which he will use it and the licensee shall be at liberty to subject the gear to reasonable test in order so to satisfy himself. The Trustees shall not be liable howsoever and to whomsoever for any accident arising as a result of faulty gear being supplied and the licensee shall accept full responsibility for the same.
- (viii) A licensee shall be held liable and responsible for the cleaning of the dry docks and for the conveyance of the rubbish to such places as may be pointed out by the Trustees' Officers. No licence shall be issued or renewed under the provisions of this By-Law unless the applicant has deposited with the Docks Manager a Security Deposit of Rs. 250 to cover the cost of cleaning the Dry Dock and removing the rubbish therefrom, when the same is not carried out by the licensee and has to be done by the Port Trust.
- (ix) A licensee shall supply free of cost nail brushes, kerosene and soap to his workers engaged in any process involving or likely to involve contact with injurious or obnoxious substances including the paint

✓ vide G.O.I part II see 3(i) Ext. dt. 13-11-91 &  
M.G. part I dt. 25/4/91 & 2-5-91.



containing lead compounds and he shall see that the washing places provided by the Trustees are made use of by his workers immediately after the work. He shall also see that child labour as defined in the Factories Act, 1948 is not utilised.

(x) In order that the licence of the Contractors/agents may be renewed, the contractors/agents should produce documentary evidence of various works carried out in the dry docks during the previous two years. If no repairs have been executed by the firm for at least two years prior to the date of renewal of the licence, the licence is liable for cancellation.

(xi) The actual work of issue / renewal of the Licences from year to year mentioned hereinabove will be carried out by the Trustees' Chief Mechanical Engineer, subject to the approval of the Chariman provided the Contractors/Agents fulfil the aforesaid conditions.

14 Any breach of the foregoing by-laws, shall be punishable with a fine not exceeding ~~Rs. 100~~ <sup>Rs. 500/-</sup>, and when the breach is a continuing breach to a further fine which may extend to ~~Rs. 50~~ <sup>Rs. 250/-</sup> for every day after the first during which the breach continues.

(xii) Under Section 2 (n)(1)(2) of Chapter I of the Factories Act, 1948, every Repairing/ Chipping and Painting contractor on vessels, carrying out work in the dry dock is required to send notice of occupation of factory in prescribed form to the Chief Inspector of Factories, Maharashtra State.

(\*) vide GOI part II sec 3(i) Ext. dt. 13-11-91 & MG, Part II ctd 25/4/91 & 2/5/91.

(xiii) ~~pg 179~~  
Fees for issue of licences for carrying out vessel related repairs in MBOT's Dry/Wet Docks shall be as fixed by the Chairman, MBOT from time to time.

APPENDIX A \*

To,

THE MANAGER,  
BOMBAY PORT TRUST DOCKS.

I/We have to request that you will arrange to take the undermentioned vessel, of which I am/We are the \* \_\_\_\_\_ into Dry Dock :

Name of vessel \_\_\_\_\_

Length \_\_\_\_\_

Beam \_\_\_\_\_

Depth of hold \_\_\_\_\_

Gross Tonnage \_\_\_\_\_

Draft forward \_\_\_\_\_

Draft aft \_\_\_\_\_

Date and hour when the vessel will be ready to dock \_\_\_\_\_

Description of work to be done in Dock \_\_\_\_\_

For how many days the use of the Dock will be required \_\_\_\_\_

Description of the construction of keel or bottom of

vessel \_\_\_\_\_

I/We hereby certify that there are no explosive and/or hazardous goods on board.

I/We hereby agree to accept the terms and conditions imposed by the Bye-laws for the regulation of the Trustees Dry Docks.

Signature \_\_\_\_\_

\* \_\_\_\_\_ S. S. \_\_\_\_\_

Bombay. \_\_\_\_\_ 197

NOTE :— Special notice must be given of any peculiar construction of keel or bottom.

\*Please state whether applicant is Master, Owner or Agent,

A vessel engaging but not using the Dock will be charged Rs. 450/-

\*T. R. No. 371 of 27-3-73—Central Govt's Sanction obtained vide No. 8/P. G. A. (70)/73 dated 10-10-73  
Published in Maharashtra Govt. Gazette on 1-11-73.

## APPENDIX B

## BOMBAY PORT TRUST DOCKS.

To,

THE COMMANDER, S. S. \_\_\_\_\_

Sir,

Arrangements have been made for the admission of the S. S."

"into the Hughes Dry Dock at about \_\_\_\_\_ M. on the \_\_\_\_\_ day of  
Merewether

Your attention is invited to Dry Docks By-laws Nos. 4, 5, 5A and 6, which are printed on the reverse.

The vessel shall undock at about \_\_\_\_\_ M. on the \_\_\_\_\_ day of  
and water will be let into the Dock at about  
M. on that day before which the vessel's officers shall satisfy themselves  
that sea-cocks, bilge-holes and other apertures in the vessel's bottom are  
securely closed.

Notice must be given by you to the Docks Manager at least 4 hours before the time your vessel will be ready to undock in order that he may make his arrangements. In case you require to undock your vessel between the hours of 6 P. M. and 10 A. M. such notice must reach the Docks Manager before 4 P. M.

APPENDIX C

To,  
THE DOCKS MASTER,

Indira }  
Prince's } Dock  
Victoria }

The following particulars of the vessel required under Dry Dock By-law No. 5A, are certified as being correct :-

Length overall ( including bowsprit if any ) \_\_\_\_\_ feet. Exact draft forward \_\_\_\_\_ ft \_\_\_\_\_ in Aft. \_\_\_\_\_ ft \_\_\_\_\_ in

The vessel  $\frac{\text{is}}{\text{is not}}$  upright and  $\frac{\text{is}}{\text{is not}}$  stable.

\_\_\_\_\_  
Master

Dated.....197

S. S. \_\_\_\_\_