

# MUMBAI PORT TRUST

## Docks Bye – Laws

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15	24	Interere	Interfere
17	24	Diving (Title)	Diving
17	31	earthed	Berthed
17	Last line	authorided him	Authorised by him
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20	36	from thime	From time
21	25	containers in	Containers
21	34	transparant	In transparent
26	66,66 A, 67	Title against by Laws	Should be read against By Law 68
26	32	and ¾ tons	And 1 ¾ Tons
31	7	do so far	Do so for
32	23	remova	Removal
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37	28	apparetly	Apparently
37	20	acoeped	Accepted
38	6	proceding	Preceding
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45	4	camply	Comply
47	16	precutions	precautions
55	24	in the subjoined	in the form subjoined
59	27	recking	leaking
62	33	not allowed	not be allowed
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70	28	along of	along or
73	25	IX	XI
75	21	previsions	provisions
79	7	Carbide of calcium	Carbide & Calcium –

			Footnote - Shall be admitted subject to By – law No. 105.
83	6	Gus	Gas
83	11	Eitber	Either
83	17	shall be	shall be
83	17	engine space	engine space
85	6	Gas light	Gas tight
87	26	Dintrechlorobenzene	Dinitrochlorobenzene
88	5	containing datue	containing datura
89	6 Appindix I Column 3	2 p.c. weight Name & Agent or owner of Vessel	2 p.c. weight in weight Name of Agent of vessel

## Bombay Port Trust

Bye – laws for the Regulation and Management of the Docks

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Bye – laws for the Regulation and Management of the Docks of the Bombay Port Trust, made under the provisions of Section 73 Act VI of 1879 (the Bombay Port Trust Act 1879) and approved by the Government of India under Section 74 of the same Act.

1. - Preliminary.

1. Any person convicted of having committed a breach of any of the following Bye – Laws shall be liable to a penalty of not exceeding Rs. 100 (Rupees one hundred ) and when the breach is a continuing breach to a further penalty of not exceeding Rs.50 (Rupees fifty) for every day after the first during which the breach continues. (Section 75 of the Act VI of 1879).

**Penalties**

**Interpretation clause**

2. In these By - laws, unless there is something repugnant in the subject or context -

[1] “The Act” means the Bombay Port Trust Act, 1879.

**The Act**

[2] “Trustees” means “the Trustees of the Port of Bombay”

**Trustees**

[3] The expression “Dock” includes basins, locks, cuts, entrances, graving docks, graving blocks inclined planes, patent slips gridirons, harbour walls, piers, wharves, quays, warehouses and other works and things appertaining to any dock.

**Dock**

[4] “Dock Master” includes the Junior Dock Master and the assistants to the Docks Master and any other officer or officers acting under the authority of the Dock Master.

**Dock Master**

- [5] “Docks Manager” means the Trustees Officer for the time being in charge of any Dock or Docks and includes the deputies and assistants to the Docks Manager and any other officer or officers acting under the authority of the Docks Manager. **Docks Manager**
- [6] “Vessel” means anything made for the conveyance by water of human beings or of property. **Vessel**
- [7] “Master” in relation to any vessel means any person having for the time being the charge or control of such vessel. **Master**
- [8] “Owner” when used in relation to goods included any consignor, consignee, shipper or agent for the sale or custody of such goods; and when used in relation to any vessel includes any part – owner charter, consignee or mortgage in possession thereof. **Owner**
- [9] “Goods” includes wares and merchandise of every description. **Goods**
- [10] [a] “Vehicle” includes any cart, carriage, lorry, truck or other wheeled contrivance use for the transportation by road of human beings or of property. **Vehicle**  
 [b] “Motor vehicle “includes any car, lorry, truck, tractor, cycle or other wheeled vehicle propelled by mechanical means and used for the conveyance by road of human beings and/or property and / or goods.
- [11] “Fuel oil” means petroleum oil having a flash of not less than 150° Fahrenheit and ordinarily used as fuel in engines or furnaces. **Fuel Oil**
- [12] “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 **Petroleum**

include any oil ordinarily used for lubricating purposes and having its flashing point at or above two hundred degrees of Fahrenheit's thermometer.

- [13] "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. **Certificated Petroleum**
- [14] "Dangerous Petroleum" means petroleum having its flashing point below seventy – six degrees of Fahrenheit's in quantities exceeding 500 gallons contained in any one receptacle. **Dangerous Petroleum**
- [15] "Petroleum in Bulk" means petroleum in quantities exceeding 500 gallons contained in any one receptacle. **Petroleum in Bulk**
- [16] "General Guarantee" means a guarantee in the form printed as Appendix 'E'. **General Guarantee**
- [17] "Bulk Oil Vessel" means a vessel licensed to carry petroleum in bulk as cargo. **Bulk Oil Vessel**
- 2 A. "These Bye-Laws shall apply in the areas mentioned below and shown coloured pink and brown in the Trustees, Chief Engineer's Drawing No. 140/1975, a copy of which is annexed hereto as Appendix 'G'. **Extent of Application**
- (i) Indira Dock and its Harbour Wall including Ballard Pier and Ballard Pier Extension.
  - (ii) Victoria Dock and its Harbour Wall.
  - (iii) Prince's Dock except the Prince's Dock Ferry Wharf.

- (iv) Wadi Bunder Warehouses Nos. 1 to 4 and the open areas adjacent to them and the Frere Basin.
- (v) The open areas adjacent to Shed Nos. 4 and 5 at Hay Bunder.
- (vi) Blocks B,K and M, Platform Sheds N,O, P & Q and Sheds Nos. TW – 1, TA – 52 and TD – 53 at Cotton Depot.
- (vii) Plots of land at Haji Bunder Road marked ‘A’ to ‘H’ and ‘K’ coloured pink and the adjoining Bombay Port Trust Roads coloured brown.
- (viii) The Bombay Port Trust Godown at Sewree.
- (ix) The area marked “A B C D” at Timber Depot, Wadala”.

## II – Admission of Vessel into Dock.

3. Written application in respect of every vessel desiring to enter Dock shall be made in advance to the Docks Manager by the master, owner or agent, stating the name of such vessel, the cargo carried or whether in ballast.

**Application for a berth in Docks.**

4. A vessel shall have no claim to a berth in Dock until one shall have been specially allotted by the Docks Manager and intimation given of such allotment by the Dock Master. Furthermore, allotment of any berth in Dock shall only be considered as provisional until a vessel is actually ready to enter Dock and her suitability for and right to such berth is established to the satisfaction of the Docks Manager.

**Allotment of berth.**

5. Preferential berths in Dock may, at the discretion of the Trustees and under Special agreement, be allotted and reserved for vessels belonging to Lines regularly trading with the Port. Such berths, however, may at any time be allotted to vessels not entitled to preferential berths if,

**Preferential berths**

in the Docks Manager's opinion, such allotment is considered advisable or necessary for Dock convenience.

6. Vessels disembarking fifty or more passengers will ordinarily be required to use the Ballard Pier or Harbour Wall No.18 passenger berth, provided one of the same be available at the time of the vessel's arrival in port. When both berths are available, vessels will ordinarily be required to use the Ballard Pier, in preference to the Harbour Wall No.18 passenger berth, but the Docks Manager in his absolute discretion may permit a vessel to use the Harbour Wall No.18 passenger berth or any other berth, not withstanding that the Ballard Pier or the Harbour Wall No. 18 passenger berth or both may be available.

7. Vessels bringing Import cargo and desiring to discharge in Dock shall be given preference over all other vessels waiting for berths subject to there being berths available suitable for importing vessels.

**Preference to import vessels.**

8. Vessels bringing import cargo and desiring to discharge in Dock shall ordinarily be allotted berths in the order of their arrival and time of anchoring in port, such order to be determined, if necessary, by reference to the Pilot's return to the Deputy Conservator, provided that application for a berth shall have been made previous to or on arrival.

**Vessels bringing import cargo.**

9. Vessels arriving in ballast and desiring to occupy loading berths in Dock shall ordinarily be allotted such berth in the order of their arrival and time of anchoring in Port, such order to be determined, if necessary, by reference to the Pilot's return to the Deputy Conservator, provided that application for a berth shall have been made previous to or on arrival.

**Vessels in ballast.**

10. Masters, owner or agents of vessels at work in the Harbour and desiring to enter Dock, on completion of discharge or otherwise shall give at least 24 hours notice to the Docks Manager and their precedence as compared with vessels newly arriving in ballast shall be determined by the time and day upon which the former are declared ready to commence loading.

**Vessels lying in the Harbour**

**Docks Manager empowered to overrule order of precedence in allotting berths.**



11. The Docks Manager may over – rule the order of precedence as laid down in By-laws 7,8,9 and 10 in circumstances where better use of the Docks and general interests of shipping will be served.

“11 A. Notwithstanding anything contained in the foregoing Bye – laws, the Trustees may direct that preference be given in the allotment of berths to any vessel or vessels if in their opinion it is desirable to do so in the public interest.”

12. A vessel having discharged her import cargo in Dock Shall, if required and subject to compliance with Bye – laws 55,56 and 57, be allotted and allowed to occupy a loading berth.

**Import vessel to be given a loading berth, if required**

13. If the Docks Manager considers that there is good reason why a vessel should not be admitted into Docks he may refer the question to the Chairman of the Trustees, and, pending the Chairman’s decision, he may refuse to allot a berth.

**Refusal to allot a berth.**

14. A vessel shall not be permitted to enter or leave Dock or to be moved from one berth to another in Dock unless the master of such vessel or other chief officer holding a master’s certificate is on board and in actual command. Under exceptional circumstances, such as the death or serious illness of the master, special arrangements shall be made with the Dock Master.

**Master to be in command of vessels**

15. Application stating the draft and nature of cargo must be made to the appropriate Dock Master by the Master, Agent or Owner in respect of every vessel, which having been laid up in the stream or which after working cargo in the stream desires to occupy a berth in the dock and the Dock Master will thereupon intimate to the applicant the time of docking and other berthing particulars.

**Statement by master & e. of vessels before readmission.**

15A. No. vessel shall be permitted to come into the dock unless the Master furnishes a transporting certificate which is appended hereto and marked Appendix ‘A’ furnishing particulars required by the Deputy Conservator and certifying that there are no explosives and/or hazardous

goods on board. In case tankers with ballast desire to enter the docks, the Master shall certify further that the vessel is free of dangerous vapour and that necessary vapour free certificate has been obtained duly signed by the Inspector of Explosives or the Assistant Inspector of Explosives, West Circle, Bombay, and produced to the Pilot or in the case of tankers desirous of entering docks for the purpose of hull painting and examination only, the Master certifies that the vessel has not carried any petroleum products the flash point of which is below 150° F since the last vapour – free certificate was obtained and the tanks have been properly cleaned out. This certificate will be countersigned by the Pilot to that effect the relative vapour-free certificate has been produced to him.

16. Masters and owners of vessels shall obey all directions of the Dock Master in relation to the rotation and manner of approaching the Docks Entrances and of coming into or going out of Dock and shall not offer any obstruction to the opening or shutting of the Dock gates; and no person shall open or shut, or attempt to open or shut any Dock gate, sluice or valve, or swing bridge without the authority of the Dock Master.

**Orders,  
, of Dock  
Master to  
be  
carried  
out.**

17. A vessel shall not be permitted to navigate to Docks Channel or entrances or Docks unless propelled by her main engines or assisted, when necessary, by an efficient steam-tug or tugs. In the event of insufficient steam power being provided by the master or owner, or whenever the Dock master considers it desirable to do so, he is authorised to employ the Trustees' and any other available steam – tug or tugs for duties in connection with any vessel navigating the Docks Channel or Entrances or docking or undocking; and the master or owner of every such vessel shall pay a fixed rate for the use of the Trustees' tug and shall pay for the use of any other tug engaged at such rate as the owner thereof usually charges for similar work.

**Vessels to  
be under  
steam or  
assisted by  
tugs.**

18. A vessel entering the Docks Channel shall have in readiness and supply for use, such steel wire or other hawsers or lines, as may be required of at least 40 fathoms length for each bow and quarter, and such other ropes, lines and fenders, etc., as may be necessary to facilitate entry or to protect the vessel from injury whilst hauling into or out of Dock.

**Supply of  
lines,  
hawsers,  
c.**

Ropes and wires may also be supplied by the Dock Master, and a fee of Rs. 30 plus surcharge shall be paid for their use by the master or owner of the vessel. Coir springs are provided during the monsoon or bad weather at exposed berths and must be used when the Harbour Master or Dock Master considers it necessary. Although, endeavors will be made to provide efficient ropes, hawsers etc., for this purpose, the Trustees will not be responsible for accidents resulting in loss or damage to the vessel from their providing defective or insufficient or from their breaking whilst in use.

19. Masters or owners of vessels shall employ and have in readiness a sufficient number of crew riggers, labourers, appliances, etc., on board for working their vessels in, out of, and about the Dock Channel and Entrance and in Dock. In default, or whenever necessary, the Dock Master shall employ such number or quantity of riggers' labourers, appliances, etc., as he may consider necessary at the risk and expense of the Masters or owners.

**Vessels  
riggers and  
appliances  
to be in  
readiness.**

20. (a) Vessels when entering, leaving, or being moved in Dock, shall have both anchors ready for letting go at a moment's notice.

**Anchors  
to be  
ready.**

(b) Immediately after vessels shall have been moored in their berths and so long as they shall remain in Dock, their anchors shall be properly stowed; if of old type, inboard with stocks upright; if patent stockless, hove into the hawser pipes in such a manner that there shall be no projection outside the lines of the vessel's side.

**Stowing  
of  
anchors.**

(c) Vessels when entering, leaving, being move, or lying in Dock alongside Harbour Walls and Ballard Pier, shall have their sides free of all projections. Their boats, davits and derricks shall be swung in board. Their Yards shall be braced or peaked within the beams, and gangway ladders shall be unshipped.

**Projections  
from a  
vessel's  
side.**

(d) Masters and owners of vessels will be held responsible for all accidents which may in any way result from failure to adopt any of the foregoing precautions.

**Masters' &  
c.  
responsibili  
ty for  
accidents.**

21. A vessel lying in the Harbour near the entrance to the Docks Channel, or in the fairway of the Channel, or near the Docks Entrances, shall be removed by the master or owner if and when required by the Dock Master. Should such removal not be effected promptly, it shall be carried out under the orders and directions of the Dock Master at the risk and expense of the master or owner of such vessel.

**Vessels lying outside the Dock gates to be**

### **III – Regulations for Vessels within Dock.**

22. The berth to be occupied by a Vessel entering Dock will be pointed out by the Dock Master and the Master or owner shall place such berth on his own responsibility. A Berthing Master will normally be put on board all vessels to assist in moving them from the dock entrances to their appointed berths or vice versa or from one berth to another berth in the docks but a Berthing Master will not in any circumstances incur any responsibility.

**Master & c., to place his vessel into her berth.**

23. A vessel in Dock is in the charge of her master or owner, and it is the duty of the master or owner when necessary, to transport his vessel with his own hawsers etc., and appliances under his own responsibility to and from any part of Dock, to see that all gangways are securely placed and that at sunset or when not in use, all hatchways are properly secured and covered, in order to safeguard both life and property. The Trustees provide six-inch hawsers for use, at ships' risk, if, at any time, in transporting vessel in Dock, and in the opinion of the Dock Master, it is considered necessary, in order to provide for the safety or protection of a vessel, or because suitable hawsers are not forthcoming or available on board the vessel, such six-inch hawsers, belonging to the Trustees, shall be supplied by the Dock Master and a fee of Rs.10 shall be paid by the master or owner of the vessel for the use thereof.

**Master & c., to move his own vessel when necessary and to take all precautions on board to safeguard life or property.**

24. (1) Masters and owners of vessels and Syrangs, Tindals and other persons in charge of Launches, Barges, Prows or other small craft shall obey the directions of, and shall offer no obstruction, to the Dock Master in regard to the mooring, unmooring or moving

**Mooring, unmooring and moving vessels in Docks under orders of the Dock Master.**

any vessel in Dock. Launches, Barges, prows of other small craft shall not be moored or allowed to lie offside vessels in Docks except in single file and the Dock Master shall employ whatever means may be required to enforce this rule and prevent double banking. A vessel except, Launches, Barges, Prows or other small craft shall not be required to be moved from her berth without previous orders in writing from the Dock Master, as to the mode and time of removal, having first been issued. In the event of it becoming necessary the Dock Master shall employ whatever means may be required to enforce his orders, and the expenses so incurred in addition to the prescribed penalty, shall be payable by the master or owner of the vessel in default. Masters of vessels must ascertain from the Dock Master the drafts which their vessels may load and cross the Dock Sill.

(2) Whenever any vessel is required to be placed alongside another vessel the master or owner of the latter vessel shall permit the Dock Master or any other person authorised by him to go on board such vessel for the purpose of placing fenders in position and shall carry out such orders and directions as may be given by the said Dock Master or his representatives.

25. Masters or owners of vessels in Dock shall not permit the ropes or hawsers of their vessels to be made fast to the lamp – posts on the wharves or quays, or to the pillars of any shed, or to any place or places in Dock other than the samson posts, bollards, mooring posts, cleats, ringbolts, or other appliances specially provided for the purpose.

**Mooring  
improperly**

25 (a) “Masters or owners of vessels requiring the supply of fresh water from Port Trust Shore hydrants at the Docks shall not be permitted to use booster pumps for the purpose of drawing more water or accelerating the supply of water through water hoses connected from the Port Trust Shore hydrants to their vessels. For any breach of this By-law, Masters and Owners shall be liable to pay the prescribed penalty”.

**Vessels to  
be in the  
charge of  
competent  
persons.**

26. During such time a vessel remains in Dock the master or owner or other responsible officer and sufficient crew shall always be on board and shall superintend and direct the carrying out of all duties in connection with the vessel or the loading or unloading of her cargo.

27. A vessel in Dock shall maintain a quartermaster or watchman always on duty on deck who shall be stationed in charge of the vessel's Shore gangway and who shall attend to the mooring ropes and lines of the vessel and shall cause their adjustment from time to time as necessary on the rise or fall of the water; in default, the master or owner of the vessel shall be liable and responsible for any damage resulting from such default.

**Watchman to be kept on deck.**

28. While a vessel is berthed or moored in Dock, her propeller shall not be moved either by power or hand without the previous written permission of the Dock Master and subject to such conditions as he may direct. Masters and owners shall be liable to the prescribed penalty for any breach of the foregoing provisions. Masters and owners will be responsible for any damage that may result from the moving of any propeller by power or hand notwithstanding that the permission required by this regulation has been obtained.

**Vessel's propeller not be worked.**

29. Masters and owners of vessels shall be responsible for the immediate buoying of any anchor or gear that may have been dropped overboard from their vessels in the Dock Channel or Entrances or in Dock, and shall take steps for the removal from the water of any such anchor or gear within one tide.

**Anchors or other gear dropped in Dock, & c., to be**

30. Vessels in Dock shall be kept so loaded or ballasted that in the event of fire or other emergency arising, they may with safety and without danger, be removed from their berths.

**Vessels to be properly ballasted.**

31. A vessel shall not be allowed to carry out repairs in Dock unless a suitable berth can be allotted and subject to the condition that the Owner, Master or any person incharge of a vessel or in-charge of carrying out repairs thereon shall not allow the commencement of any repairs involving the use of naked lights, gas -cutting or welding apparatus to or in the

**Repairing vessels.**

vicinity of the Fuel Storage Tanks or the Fuel System or involving the entry of any person into any Fuel Storage tank or such vessel wherein petroleum may have been deposited unless such owner, master or other person in-charge of the vessels or in-charge of carrying out repairs thereon has obtained a vapour -free certificate from the Inspector of Explosive or the Assistant Inspector of Explosives, West Circle, Bombay. Such owner, Master or other person in-charge of such vessels or in-charge of carrying out repairs thereon 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 Bye-Law.

The allotted berth shall be immediately vacated if and when required for a vessel desiring to load or unload cargo.

31.A. When a vessel is under repairs in the Wet Dock and in the course of repairs it becomes necessary to open up any of the overside pipes, such pipes shall be rendered safe by being blanked off. If an overside pipe cannot be blanked off and rendered safe then it shall not be opened up in the wet dock but such pipes shall be open only in the dry dock and the vessel shall not leave the dry dock till such pipes have been closed. The master or the officer in charge of the vessel and the owners of the vessel or any person in charge of carrying out repairs thereon shall be held responsible for any accident that may in any way arise from neglect to take these precautions and for all liabilities that may arise as a result of the accident.

“31-B. No. person shall be allowed to carry out any repairs to vessels in the docks unless holding a Dry Dock Licence issued by the Bombay Port Trust under Bye – law No. 13 of the Dry Dock By – laws.”

32. Repairs or works to any vessel in Dock shall be carried out in such a manner that no chippings, sealings, pieces of wood or iron or like loose substances or materials shall be allowed to fall into Docks, and a canvas shoot or staging shall in every instance be erected in order to effectively prevent any such loose materials as aforesaid from so falling. The Docks Manager or Dock Master may, if considered desirable, prohibit chipping

**Repairing  
vessels.**

or repairs causing excessive noise between the hours of 9-30 p.m. and 6 a.m. (S.T.).

33. Pitch, resin, tallow or other inflammable materials shall not on any account be melted on board any vessel in Dock or on the quays, except in such manner and in such places as shall be appointed by the Dock Master or Docks Manager, nor shall any pitch, tar, oil, flax, oakum, straw, shavings, or other inflammable or combustible article be allowed to remain on the deck of any vessel, or on the quays, wharves or roads in Docks.

**Use of inflammable material & c., on board vessels.**

34. No cargo, goods or substance whatsoever shall be deposited, thrown or allowed to fall from any vessel, quay or pier into the Docks Channel or Entrances or into Dock.

**Goods & c. not to be allowed to fall into Dock.**

35. Any person or the master or owner of any vessel or the stevedore engaged in loading or unloading any vessel who shall allow any such cargo, goods or substance as detailed in \_\_\_\_\_ preceding By -laws to fall from any vessel, pier or quay into the Docks Channel or Entrances or into Dock, shall forthwith give notice of the occurrence and furnish all particulars connected therewith to the Docks Manager and Dock Master and shall immediately take measures to have the said cargo, goods or substances removed from the water.

**Notice to be given of goods, rubbish, & c., fallen into Dock.**

In the event of any such person, master or owner of a vessel or stevedore not having removed such cargo, goods or substance as aforesaid from the water within 18 hours of the receipt of notice from the Dock Master calling upon him to do so, the Docks Manager may remove such cargo, goods or substance at the expense of such defaulting person. Master, owner or stevedore as aforesaid and such expenses shall be recovered from the person, Master, owner or stevedore, in addition to the penalty prescribed under the Act.

**Recovery of goods rubbish, & c., fallen into Dock.**

In the events of any such cargo, goods or substances being so deposited, thrown or allowed to fall as foresaid, the person, master, owner or stevedore in whose charge the cargo, goods, or substance was at the



time, shall be responsible and held liable for any loss or damage which may arise in consequence.

36. No person shall, without authority from the Docks Manager deposit upon any quay or pier, in the shed or in any part of Dock, any ashes, ballast, baskets, bottles, cinders, dirt, dung, dust, refuse, rubbish, shavings, stones or other like loose materials or substances.

**Ashes, rubbish, & c. , not to be deposited on quays, & c., without permission.**

37. Masters or owners of vessels or stevedores loading or unloading ashes, ballast, bricks, cinders, coal, dust, lime rubbish, shingle, stones, tiles, or any other loose matter or thing, shall use for such purposes a canvas cloth or wooden shoot, to the satisfaction of the Dock Master. Ashes, cinders, dust and rubbish shall be landed on the quay in such place as may be directed by the Docks Manager whence it will be carted away at the expense of the master or owner of the vessel.

**Prevention of materials falling into Dock, disposal of ashes & c.**

38. No ballast, earth, ashes, stones, rubbish, waste materials, filth, oil, ballast water containing oil, bilge water sewage or refuse or any other article, substance or thing of whatever kind liable to foul or capable of fouling the water or in the case of the Dry Docks, the Dock, shall be thrown, discharged, placed, put, emptied or allowed to leak or flow or to fall from any vessel, quay or pier into the Docks Channel or entrances or into Dock.

**Bilge water, & c. not be pumped into Dock.**

The use of a Tank Barge for the removal of ballast water containing oil is compulsory.

39. Bilges before being cleaned out shall be freely flushed and they, as well as tanks, shall be left open for at least one hour before any person shall be allowed to enter for cleaning or for any other purpose. During this time, and while the cleaners or others are at work either in the bilges, tanks, or other confined spaces on board a vessel, a constant supply of fresh air shall be pumped into such bilge, tank, or other confined space by means of ventilating fans fitted with stout permanently distended hose pipes sufficiently long to reach the most distant compartment. Masters and

**Cleaning of bilges & c.**

owners of vessels shall be held responsible for any accidents that shall in any way arise from neglect to take these precautions.

40. Projections from deck of any vessel, which interfere with the loading or unloading of any other vessel in Dock, shall be forthwith removed on requisition by the Docks Manager.

**Projections  
from deck of a  
vessel.**

41. Exhaust steam or water from winches or other machines or engines on board vessels in Dock shall be laid down the side of the vessel to below coping by a hose or other effective appliance.

**Exhaust,  
& c.  
pipes.**

42. A vessel's water -closets and latrines shall be thoroughly cleansed and securely fastened up before entering Dock, and no use whatever shall be made of them during the vessel's stay in Dock. Latrines and urinals are provided in Dock and commodes will be supplied for the use of masters of vessels.

**Latrines  
and  
urinals.**

43. Between sunset and sunrise two lights in properly secured lanterns shall be exhibited at the gangway of every vessel having a quay -side berth in Dock. One light shall be fixed at the ship - end of the gangway and one at the quay end of the said gangway.

**Gangway  
lights**

44. Fenders that will not float shall not be used over the side of any vessel. Under the Venice Convention the Trustees provide floating fenders to keep the vessel off the quay wall. These fenders are not to be lifted or removed by Masters of Vessel or their stevedores.

**Fenders.**

45. Bells shall not be struck to denote the hour on board vessels in Dock.

**Bells**

46. Vicious or dangerous animals and loaded guns or fire - arms shall not be kept or allowed on board any vessel in Dock.

**Dangerous  
animals and  
fire arms.**

47. The Dock Master is empowered to order the immediate removal from Dock of all vessels having on board animal manures or other

**Vessels with  
dangerous  
cargoes, &  
c.**

offensive or dangerous cargoes or person suffering from infectious diseases.

48. Masters and owners of vessels shall be held liable for any damage whatsoever that shall have been caused by their vessels or servants to any of the works or property of the Trustees and the Trustees reserve the right to detain their vessels in Dock until security has been given for the amount of damage caused.

**Master, & c.  
of vessels  
responsible  
for damage.**

49. All vessels within Dock lie at the risk of their masters or owners, who shall be held responsible for any loss or damage that may arise in consequence of their faulty navigation or by reason of their breaking adrift from their anchors or moorings.

**Vessels & c.,  
in Dock at risk  
of master, & c.**

50. Masters and owners of vessels shall be held liable and responsible for the acts of the crew, and of any person or persons that shall be employed about or on board their vessels.

**Masters & c.,  
responsibility,  
for acts of  
crew, & c.**

51. The Trustees accept no liability or responsibility in respect of any detention or delay to vessels, entering, remaining in, or going out of Dock, or for detention or delay in the discharge of cargoes of vessels, or in the progress of vessels to or from Dock, or for dead freight, delay in the loading and unloading of goods owing to a glut of vessels or goods or other circumstances beyond their control, or of a stoppage in the delivery of goods from any cause whatsoever.

**Trustees  
accept no  
liability for  
delay, & c.**

52. In the event of any fire occurring on board a vessel in Dock, the Master or owner or agent shall give immediate notice thereof to the Docks Manager. Such notice must be given in the case of every fire, whether occurring in cargo or in bunkers, and in cases where an alarm of fire has not been raised, must be in writing, detailing the measures taken, or being taken, to extinguish it.

**Notice re:  
outbreak of fires  
on vessels to be  
given by  
Masters, & c.**

52. A. No person shall be allowed to dive in the Docks or at the Harbour Walls thereof, or to creep or sweep for anchors, cables and stores, or for cargoes lost or supposed to be lost therein or for the purpose of

**Prohibiting of  
under – water  
work, diving  
etc.**

undertaking under water repairs to vessels, without the prior permission of the Deputy Conservator to the Port or an Officer authorized by him.

52.B. No work of underwater cleaning, brushing and repairs shall be carried out to any vessel berthed in Docks or along side the Harbour Wall of the Docks without the prior permission in writing from the Deputy Conservator of the Port or an officer authorised him.

**Regulating  
of under –  
water work.**

- The person seeking permission for under – water works shall : -
- (i) Pay a fee of Rs. 1,000/- if the work involves removal of the scrappings, etc. by the Bombay Port Trust.
  - (ii) Undertake in writing that any article cargo, etc. which may fall in the water in the course of work shall be handed over for disposal to the Deputy Conservator on his capacity as Receiver of Wrecks.
  - (iii) Furnish a standing guarantee in the form approved by the Trustees, and
  - (iv) When carrying under water hot work, furnish an unlimited guarantee in the form approved by the Trustee to make good the losses, damages, costs, charges, etc. and fully and completely indemnify the Trustees against all losses, damages and expenses, if any, involved as a result of any accident or occurrence in connection with the work. He must also produce a gas free certificate from the competent authority for the vessel on which under – water hot work is to be carried out.

IV -- Regulations in respect of quays and sheds of the loading and unloading of vessels and of the receipts, delivery and shipment of goods.

53. The loading and unloading of vessels in Docks shall be subject to the control of the Docks Manager who may at his discretion prohibit the discharge of such goods in Docks which in his opinion are likely to obstruct traffic or cause congestion or hinder the convenient use of the Docks. Such goods will be discharged overside and handed at the Bunders under the Docks Manager's jurisdiction, and or at Frere Basin. Notwithstanding the provisions of Bye –law 102 the Docks Manager at his

**Work in  
Dock  
under the  
Docks  
Manager.**

discretion, may also remove to the bunders under his jurisdiction, any goods upon landing in the Docks or soon thereafter, the storage of which on the Dock premises, is likely to obstruct traffic or cause congestion. The apportionment of quay space to be occupied by each vessel shall similarly be determined by the Docks Manager.

54. A preferential use of cranes shall be given for the discharge of import cargo.

**Use of cranes.**

55. The Docks Manager may, in his discretion, move from her berth, or order out of Dock, any vessel which shall have remained idle in Dock for two consecutive working days, should the space she occupies, whether next the quay or not be required.

**Vessel lying idle**

56. A vessel in three consecutive weather working days loading less than 1,500 tons may be required to give up her berth.

**Vessel working slowly**

57. A vessel discharging import cargo in Dock or at the Harbour Walls may be ordered out of Dock by the Dock Manager if this Officer is satisfied that her rate of discharge is avoidably below the average for similar vessels carrying similar cargoes.

**Vessel working slowly.**

NOTE: - In the case of bulk oil vessels discharging in Dock or at the Harbour walls, the following are the minima rates of discharge; vessels discharging at rates below these minima will be liable to be removed: -

“K” Berth, Prince’s Dock -

Fuel oil and Diesel oils	---- 86 tons per hour
Indira Dock Harbour Wall -----	

Kerosene oil through 8 inch pipelines	73 tons per hour.
---------------------------------------	-------------------

Fuel oil & Diesel oils through 8 inch pipeline	90 tons per hour
--	------------------

Fuel oil & Diesel oils through 10 inch	120 tons per hour
--	-------------------

pipeline

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

58. Goods shall not be loaded into or unloaded from a vessel in Dock until that vessel shall have been moved at her appointed berth.

**Vessel to be moored before working cargo.**

59. A The master or owner of a vessel before such master or owner shall proceed to “break bulk” shall deposit with the Docks Manager a true copy of the General Manifest which will not be returned. The master or owner of a vessel shall also lodge with the Docks Manager a true copy of the Freight Manifest in which must be entered the details appearing in the General Manifest and also the weights of each consignment manifested not less than 6 clear working days before proceeding to “break bulk Where the consignment comprises individual packages of uneven weights, the weights, of the packages should be separately furnished. It shall be within the discretion of the Docks Manager to reduce this period in the case of cargoes loaded into the vessel at the last Port of call of the vessel and also in the case of vessels which loaded cargoes at any of the Ports in the Union of India.

**Breaking bulk.**

“59(B) – The Master, Owner or Agent of a vessel before such Master, Owner or Agent shall proceed to break bulk shall furnish to the Docks Manager, a list of the quantity as well as the identification marks and numbers of all packages containing goods falling in the categories listed in Appendix ‘J’ to these By – Laws’, which are intended for discharge at the Port as well as a copy thereof to the Shed Superintendent or his representative at the Shed or berth, at which these cargoes are due to be discharged, in order to enable him to make adequate arrangements for their storage ashore.

All such goods shall be securely packed as provided in the United Kingdom Ministry of Transport and Civil Aviation “Report” of the Ministers Standing Advisory Committee on Carriage of Dangerous Goods

and Explosives in Ships, 1.57”, as from time to time amended and on the outer packing thereof, the word “Poison”, in red letters on a white background shall be prominently marked. With respect, however, to the following poisonous goods, appearing in Appendix ‘J’ to these By – laws, the following further precaution shall be observed in regard to their packing.

#### PARATHION -----

- (a) Wettable Powder – Up to 28 lbs. (12.7 Kg.) to be packed in water – proof airtight square tins conforming to ISI specification No. IS:916/1958 (18 litre tins), bigger lots such as 1 cwt (50.70 Kgs.), packings, should be packed in steel drums conforming to I.S.I. Specification No. Dec: CDO 28 (921) P.
- (b) Liquid Emulsion ---- Packings of 100 ml and 200 ml should be in leak proof Aluminium containers with an outage of 5 % of rated capacity. The bottles must be fitted with an inner stopper, which is sealed on to the neck of the bottles by means of heat sealing. The bottles must then be securely closed by screw cap closures. The closures should be screw thread type or secured by screw thread device. Body and head of Aluminium should be atleast 99% pure or an Alluminium base alloy of equivalent corrosion resistance and physical properties. Aluminium containers in should be wrapped individually transparent plastic bags (gauge 55) which should be closed by heat – sealing and which should contain adequate space to collect leaking material, if any.
- (c) 1 to 2 % dust – Quantities up to 1 cwt (50.79 Kgs) should be packed in new bituminised hessian bags (Kraft paper laminated jute bag with bitumen as bonding agent) securely sealed. The bag should be lined inside with kraft paper (Kraft substance with 70 gms.)

#### TEPP ---

Specifications of containers for packing are the same as those for the corresponding parathion preparations.

#### RODENTICIDES –

Alpha – naphtha Thiourea

Should be packed in card board cartons reinforced with metal rims at the top and bottom or round tin containers conforming to the proposed draft specification Dec: CDO 28 (964) P. The capacity of such containers shall either be 2 oz (56.6 gms) or 14oz (396.8 gms).

#### FUNGICIDES ---

These shall be packed in 25 gms or 14 oz (396.8 gms) or 100 gms. or 4 oz plastic bags which should be able to withstand 4-foot drops on to solid concrete without breakage of the container or any shifting of the contents. Cwt (50.7 Kg.) packings shall be in steel drums conforming to ISI specification No.Dec: CDC 28 (921) P lined with kraft paper (Kraft substance with 70 gms).

#### Fumigants: Methyl Bromide and Liquid Cyanide ---

Steel cylinders 30 lbs. (13.6 Kg) and 56 lbs. (25.4 Kg) or 180 lbs (Sl. 64 Kg) conforming to the specifications and requirements for cylinders for liquid gases as specified in Gas Cylinder Rules, 1940, of the Government of India, with such modifications as may be specified from time to time by the Chief Inspection of Explosives.

Sodium Cyanide) (a) in 1 lb (0.45 Kg.) amber  
Potassium Cyanide ) coloured glass bottles.  
Calcium Cyanide )



- (b) Quantities above 1 lb (0.45 Kg) and upto 10 lbs (4.5 Kgs) shall be packed in airtight water proof round tins conforming to the ISI specification.
- (c) Cwt. (50 Kgs) packings shall be in mild steel drums conforming to ISI specification No. Dec : CDC 28(921) P.

In all cases, the containers should be tightly closed.

The Docks Manager may refuse to allow the landing and storage ashore of any packages containing goods of the class and description listed in 'Appendix J', if he apprehends that by their presence at the Docks, the safety of human life is likely to be endangered.

60. Masters and owners of vessels if and when called upon by the Docks Manager shall produce any book, voucher or other documents referring to the landing or shipment of their vessel's cargo. In the case of imports of bag goods and before unloading is commenced, a true copy of the manifest showing the quantities under owner's marks, of the goods contained in each hatch of the vessel, shall be deposited with the Docks Manager.

**Production of vessel's papers cargo details**

60-A. Notwithstanding the provisions of By-Law 102 consignments of Iron or Steel landed in the Docks may at his discretion be removed by the Docks Manager to any other premises in the possession of the Trustees at the cost of the consignees, owners or importers and without any previous notice to them if he deems it necessary to do so for the safe and convenient working of the Docks.

**Removal of Iron & Steel from the Docks.**

61. Timber shall not be discharged from a vessel overside into the Dock Basin without the consent of the Docks Master, and if so discharged, shall be removed out of Dock on the next high tide after such discharge.

**Timber discharging**

62. The discharge and shipment of coal, in bulk or otherwise from and into ships in Dock, may be effected only with the written permission of the Docks Manager who may refuse such permission in cases where he considers any loss or damage to property will be likely to arise from coal dust or otherwise, caused by such discharge or shipment.

**Discharge & shipment of coal**

Permission accorded to discharge and or ship coal, in bulk or otherwise, on and from shore, will be subject to the importer or shipper or their accredited agents agreeing to reimburse the entire cost of clearing the wharf of the residue.

62-A

(1) Molasses and other goods of a nature likely to foul the docks wharves or transit sheds or to cause damage to other goods may only be discharged from a vessel in Docks on to the Docks wharf with the permission of the Docks Manager and subject to the owner or consignee of the goods undertaking to pay to the Trustees the expense incurred by them for cleaning the wharf or transit sheds.

**Loading and unloading of cargoes likely to foul Docks wharves.**

(2) The decanting on the docks wharves from drums or other receptacles of vegetable, fish and other oils preparatory to their shipment in bulk shall not be permitted. Where shipments in bulk, of oils, are to be effected, the oils shall be transported to the Docks in tank wagons or tank lorries and pumped directly there from into the vessel's tanks, or where the oil has been transported in tank barges, directly from barges into the vessel's tanks.

63. If any vessel shall discharged in Docks any goods or substance in such a rotten, putrid, damaged or other condition as to be a nuisance or injurious or dangerous to health in the opinion of the Health Officer of the Port or if any goods or substances discharged from any vessel and lying in Dock shall become in such a rotten, putrid or other condition as to be a nuisance of injurious or dangerous to health in the opinion of the Health Officer of the Port, the Docks Manager may require the owner thereof, or, if the owner should disclaim, deny or dispute the consignment or decline

**Removal from Dock of any rotten, etc., goods discharged from a vessel**

all responsibility, or if there should be no owner, the master, owner or agent of the vessel from which the goods or substance had been discharged, to forthwith cause the said goods or substance, to be removed out of Dock, and if such owner or such master, owner, or agent, as the case may be, shall, or bring so required, refuse or neglect, for the space of eighteen hours after notice, to remove such goods or substance, then such removal may be effected in such manner as the Docks Manager may think fit and he may, if he thinks necessary, cause the said goods or substance to be destroyed, and the said owner or the said master, owner, or agent, as the case may be, shall within forty eight hours after demand in writing, pay to the trustees all the costs or expenses attending or occasioned by such removal and destruction and of such cleaning, purifying or disinfecting the place of discharge or storage as may be considered desirable, and shall be further liable to the penalty prescribed under the Act.

64. The Docks Manager may himself, or through the Dock Master, direct any vessel to move from any one berth in Dock, to any other, provided that the berth to which such vessel is about to be shifted is vacant. The master, owner or agent of the vessel shall be responsible for the cost of removing any cargo not shipped from the old to the new berth, provided that 24hours notice to transfer shall have been given by the Docks Manager. The Trustees will not be responsible for any necessary delay, which may be caused to vessel in effecting a transfer under this By-Law.

**Transfer of vessels from the berth.**

65. Vessels occupying quay-side berths shall give such facilities for loading and unloading cargo to and from vessel occupying outside berths as the Docks Manager may consider reasonable, and the Trustees will be not be responsible for any delay or demurrage that may occur, by reason of overlapping or double banking of vessels, to the overside, loading or unloading of such vessels.

**Vessels overlapping or double banked**

66. Repeated.

66-A Repeated.

**Discharge of a vessel's cargo to be under the superintendence of master, & c. or stevedores their liabilities.**

67. Repeated.

68. Cargo shall not be discharged from any vessel in Dock except under the directions and superintendence on board such vessel of the master or owner of the vessel or of a stevedore licensed by the Trustees to perform such work in Dock. Such master, owner, or stevedore shall be personally liable in respect of any loss or damage arising from the careless or improper slinging of goods on board such vessel and shall in every instance observe the following precautions: -

**Master & c. and stevedores working cargoes to provide proper lights on board.**

- (i) That the sling is laid out flat without turns or kinks before any goods are loaded therein;
- (ii) That after each sling has been made up and with the first strain on heaving up; the running loop is well beaten home with a wooden bar in order that the grip may be made secure.

69. Masters and owners of vessels in Dock and the stevedores working the cargoes of such vessels shall be personally and severally responsible for the proper provision of lights in all those parts of vessels, where work is being carried on in any way connected, directly or indirectly with the use of the Trustees' cranes, quays, piers or other property. In default they shall, personally and severally be liable in respect of any loss or damage to life, limb or property that may result.

**Master & c. and stevedores working cargoes to provide proper lights on board.**

70. Masters and owners of vessels and their employees and the stevedores and their employees working cargo on such vessels, shall see and be severally and personally responsible that goods weighing over 1.5 tons in the Prince's and Victoria Docks and  $\frac{3}{4}$  tons in Indira Dock are not hoisted by the Trustees' ordinary 30-Cwt. Cranes in the Prince's and Victoria Docks and 35-Cwt cranes in the Indira Dock. When the Trustees' 30-Cwt. And 35-Cwt cranes are employed they shall be used alone and no other lifting gear whatsoever shall be used in conjunction with them on any one lift.

**Regulations in respect of the Trustees' cranes.**

**Making up of slings – cranes not to be used under vessel's coamings**

71. Slings of import goods shall be made up directly under the open hatchway of any vessel unloading in Dock and under no circumstances whatever shall the Trustees cranes be employed for the purpose of breaking out or removing goods from under the coaming.

72. Masters and owners of vessels employing their own cranes or winches for the loading or unloading of goods shall do so at their own risk and responsibility in respect of any loss or damage to goods arising from any cause whatsoever.

**Use of Vessel's winches.**

Cranes are fixed in position as directed by the Stevedores.

Ship's Officer must see that Dock Cranes work quite clear of ship's gear.

73. The Docks Manager may prohibit the landing from any vessel of any single article or package of over 10 tons in weight, except by the Trustees' cranes provided for the purpose, should it, in his opinion, be necessary or advisable to do so.

**Heavy Lifts.**

74. Single articles and packages of over 5 tons in weight on discharge from a vessel, shall be properly lowered and firmly and securely placed on trucks standing not less than 6 ft. from the edge of the quays and made ready to receive and remove all such articles, and packages from the quay, in default, the Trustees will refuse to accept receipt or acknowledge any liability or responsibility in respect of any loss or damage occurring to such articles or packages.

**Discharge of Heavy Lifts**

74-A Single articles and packages of one metric ton and over in weight shall not be loaded on board any vessel in the docks or alongside the Docks Harbour Walls unless the gross weight of each such article or packages is marked upon it by the consignors and their agents in the manner set out below :-

**Discharge of Heavy Lifts**

- 1(a) The gross weight on heavy packages shall be marked thereon in English and the regional language with a kind of paint which is not easily effaceable. **Manner of marking on heavy packages.**
- (b) Where a heavy package is of a light colour, black paint shall be used and where the package is of a dark colour, white or yellow paint shall be used.
2. Subject to the provisions of paragraph 6 below the gross weight of a heavy package shall be marked thereon in metric tons, kilogram's, standard pounds or standard maunds. **Gross weight to be marked in metric tons, kilogrammes, maunds or pounds**
3. The gross weight shall be marked on two sides of a heavy package so that in whatever position the package is placed the marking is easily visible. **Place of Marking**
4. Every letter or figure used to mark the gross weight of a heavy package shall be at least three inches in length and one quarter of an inch in breadth. **Size of letter or figures.**
- 5 (1) The goods in heavy package shall be securely packed in a strong covering in such manner that there is no movement of the goods inside the package or any danger of the disintegration of the goods or the covering. **Manner of packing**
- (2) The covering shall be of such material and nature as can stand the strain of the package being handled during the course of loading or unloading so that the risk of any injury to persons who handle the package is minimised.
6. Where at the place from where heavy package is consigned there are no means available for determining the correct weight of the packages, the anticipated minimum and maximum weight of the packages in metric tons, kilogram's, standard pounds or standard maunds shall be marked thereon in the manner herein before specified. **Marking of approximate weight in certain circumstances.**

PROVIDED THAT such anticipated maximum weight shall be so assessed that it does not fall below the actual weight of the package.

Consignors and their agents, masters, officers, owners and agent of vessels and stevedores will be held responsible for any breach of the provisions of this By-law.

75. Kegs or drums of oils, paints and bricks, earthen ware pipes and similar goods, which require careful handling, and, as far as practicable, dangerous or hazardous cargo shall be discharged from a vessel in iron trays and not in wire or rope net slings; the Trustees will not be liable or responsible in respect of any loss or damage to such goods arising or resulting from the non observance of this provision.

**Discharge of dangerous, hazardous and fragile goods.**

76. All gear, iron shoots, slings, tubs, etc. provided by the Trustees shall, when no longer required, be returned to the Stores Depot in Dock and shall not be left lying about the quays or roads. Masters and owners of vessels and stevedores will be charged hiring fees on all such gear etc., from the date of requisition until return to the Stores Depot. All gear etc., not provided by the Trustees shall be removed from the quays or road within 2 hours of deposit thereon, in default removal will be effected by the Docks Manager at the expenses of the master or owner of the vessel or stevedore or other person to whom such gear shall belong.

**Use of the Trustees and other gear & c.**

77. The Trustees shall provide the necessary labour for handling import and export goods and goods for trans-shipment in Dock, but will accept no responsibility of loss or damage arising in consequence of sufficient labour being unobtainable owing to strike or riots, to the sudden outbreak of epidemic disease or to any other cause or causes beyond their control.

**Supply of labour by the Trustees for working goods in Dock.**

The Trustees may however permit owners of cargoes or their agents to undertake the landing and/or shipment of goods from and or vessels in the Docks for which they will be allowed a rebate on the wharfage rate as prescribed by the Trustees from time to time.

Labour shall be supplied under the following conditions :-

- (i) That applications shall be made in writing and signed by the master or chief officer of the vessel requiring labour.
- (ii) That application for labour at night shall be made by 3.00 pm (S.T.), for the following day by 4.30 pm (S.T.).
- (iii) That labour ordered and supplied but not fully or properly utilized shall be paid for at actual cost during such time, as it shall not have been properly utilized.
- (iv) That labour ordered and supplied but sent away or not required after Dock work shall have commenced at 8 am (S.T.) or 5.15 pm (S.T.) shall be paid for the whole day or whole night as the case may be.
- (v) That vessels entering Dock afternoon shall be supplied with labour only if such is available unless previous orders shall have been given to the Docks Manager.
- (vi) That at least 2 hours notice shall be given, for extra labour required during the day.

Bye-Law No. 78 :

- (i) Notwithstanding the provision of Bye-laws Nos. 77, 81 and 85, vessels discharging cargo in the Docks shall tender such cargo in separate lots as identified by applicable Ocean Bills of lading and marks.`
- (ii) The Docks Manager may refuse to receive or handle cargo not properly segregated by the vessel, but the Docks Manager may, at his discretion, segregate such cargo at the expense of the Master, Owner or Agent of the Vessel without giving any previous notice to them if he deems it necessary to do so far the safe and convenient working of the Docks.
- (iii) The Docks Manager may refuse to receive any goods discharged from a vessel which, for want of description or



proper distinguishing marks, are considered to be difficult to deliver to proper owners.

- (iv) The Docks Manager may refuse to deliver part only of a consignment of iron and steelbars, hoops, pipes. Etc., or of any similar materials or articles.

79. The Trustees will not take charge of, or be responsible for, any goods discharged from any vessel not properly berthed according to Trustees' By-laws.

**Responsibility for goods.**

80. The responsibility of the Trustees for the condition or safe custody of goods imported into or exported from Dock shall not commence until such goods have been received into the charge of the Docks Manager. The Trustees will not be answerable or liable for deficiencies of merchandise produced by natural or unavoidable causes nor for damage or deficiencies cause to cargo such as motor vehicles castings and other fully fabricated goods arising out of their being unpacked or unprotected. The Trustees will not be answerable or liable for any losses or deficiencies whatever, unless ascertained, pointed out to and acknowledged by the Docks Manager previous to the removal of the goods from Docks.

**Responsibility for goods**

81. Import goods unloaded from vessels in Dock (except in cases of special arrangements where the landing and delivery of goods is undertaken by the owners of the vessels shall be received charge of, after the goods are tendered by the Master, Owner or Agent of the vessel in separate lots as identified by applicable ocean Bills of Lading and marks by the Docks Manager, who will undertake their proper stacking either in the open or in the sheds and will hold such goods for delivery to the proper owner.

81-A Notwithstanding the provisions of By-law Nos. 77 and 85 the Trustees shall not accept custody of nor give receipts for not be responsible in any manner whatsoever in respect of any goods or cargo landed from any vessel on to a wharf at Ballard Pier, Ballard Pier Extension or Indira Dock Harbour Wall or Berth No. 12B, Indira Dock whether such goods or cargo be placed in the open or under cover prior to

removal to a transit shed except when directly received in transit sheds Nos. 19,20 and 21 at the Indira Dock Harbour Wall. The Trustees Docks manager shall nevertheless have absolute authority to regulate the class and quantity of goods or cargo permitted to be landed as aforesaid and placed on the abovementioned wharves and may direct the ship Agents to remove the same or any part of them to transit sheds or in his discretion may arrange for such immediate removal at the expense of the consignee if such action be in his opinion necessary.

81-B The Trustees shall not be accept custody of nor give receipts for nor be responsible in any manner whatsoever in respect of any goods or cargo landed from any vessel in containers except when such goods are unstuffed from the containers by the master, Owner or Agent of the vessel and directly received in a transit shed or a warehouse assigned for that purpose by the Docks Manager.

82. Remarks will be passed on all goods landed from any vessel in an apparently broken, chafed or damaged condition, and for all such goods the Trustees will neither accept nor admit responsibility or liability whatsoever.

**Damaged & c., goods landed by day.**

83. The Trustees will accept no liability whatsoever in respect of goods of the under noted clauses if discharged at night shipowners and agents desiring to discharge such goods at night are permitted to do so. entirely at their own risk and responsibility.

**Damaged & c., goods landed by night.**

All goods covered by Docks By-law No. 92

Cinematograph films.

Clocks and watches.

Currency notes.

Electroplated ware.

Gold and Silver Ware

Gold and Silver Leaf

Gold and Silver cloth, lace, thread, braid kinkob real or imitation

Heavy lifts of over 35 Cwts

Ivory (Elephant's tusks or Moya's teeth)

Silk piece-goods  
Stamps and stamped papers  
Statues (bronze or marble)  
Unprotected castings  
Velvet and velveteen  
Wines and spirits

84. The Trustees will accept responsibility in respect of import goods only for the number of articles or packages acknowledged and signed for by the Docks Manager in the receipt granted for such import goods to the master or owner of the vessel.

**Responsibility for amount of goods only received.**

85. The Docks Manager will furnish receipts to masters and owners of vessels in respect of all goods landed in Dock together with a remark list of damaged or doubtful packages, not later than the end of the fourth working day following the date of landing or where the goods are not tendered Bill of Lading not later than the end of the fourth working day following the date of completing of sorting and staking of cargo according to the Bills of Lading.

**Issue of receipt and remark list.**

In respect of the goods landed in containers, the Docks Manager will furnish receipts and the 'remark' list of damaged or doubtful packages, not later than the end of the fourth working day following the date of unstuffing of the containers at a transit shed or a warehouse in the Docks.

86(a)(i) Goods brought into Dock for shipment must be given into the charge of the Docks Manger or his authorized Receivers at the Transit Sheds, and must be placed in the sheds. The Trustees accept no responsibility for goods not so taken charge of and placed or for any goods placed in the open and all such goods will lie at Shipper's sole risk.

**Responsibility for Export goods.**

86(a)(ii) Before any packages containing goods, listed in Appendix 'J' to these By-laws are brought into Docks for shipment, the shipper should furnish to the Docks Manager a list showing the full description of the goods, the quantities and the identification marks and numbers thereof. A

copy of this list should also be furnished to the Shed Superintendent of the berth at which the goods are due to be shipped.

All such goods shall be securely packed as provided in the United Kingdom Ministry of Transport and Civil Aviation "Report of the Ministers Standing Advisory Committee on Carriage of Dangerous Goods and Explosives in Ships, 1957", as from time to time amended and on the outer packing thereof, the work "Poison", in red letters on a white background, shall be prominently marked. With respect, however, to the following poisonous goods, appearing in Appendix 'J' to these By-laws, the following further precaution shall be observed in regard to their packing.

#### PARATHON –

- a) Wettable Powders – Up to 28 lbs (12.7 kgs) to be packed in water-tight air tight square conforming to ISI specification No. IS916/1958 (as 18 litres tins); bigger lots such as 1 Cwt. (50.79 kgs), packings, should be packed in steel drums conforming to ISI specification No. DEC:CDC 28(921) P.
- b) Liquid Emulsion – Packaging of 100 ml and 200 ml packings should be in leak-proof Aluminium containers with an outage of 5% of rated capacity. The bottles must be fitted with an inner stopper which is sealed on to the neck of the bottles by means of heat sealing. The bottles must then be securely closed by screw cap closures. The closures should be screw thread type of secured by screw thread device. Body and head of Aluminium should be at least 99% pure or an Aluminium base alloy of equivalent corrosion resistance and physical properties. Aluminium containers should be wrapped individually in transparent plastic bags (guage 55) which should be closed by heat sealing and which should contain adequate space to collect leaking material, if any.

- c) 1 to 2% dust – Quantities up to 1 cwt (50.79 kgs) should be packed in new bituminised hessian bags (Kraft paper laminated jute bag with bitumen as bonding agent) securely sealed. The bag should be lined inside with Kraft paper (Kraft substance with 70 gms).

TEPP –

Specifications of containers for packing are the same as those for the corresponding parathion preparations.

RODENTICIDES –

Alpha naphthal Thiourea –

Should be packed in cardboard cartons reinforced with metal rims at the top and bottom or round tin containers conforming to the proposed draft specification Dec : CDO 28 (964) P. The capacity of such containers shall either be 2 oz (56.6 gms) or 14 oz (396.8 gms).

FUNGICIDES –

These shall be packed in 25 gms or 14 oz or 100 gms or 4 oz plastic bags which should be able to withstand two 4 foot drops onto solid concrete without breakage of the container or any shifting of the contents. Cwt (50.7 kg) packings shall be in steel drums conforming to ISI specification No. Dec:CDO (921) P lined with Kraft paper (Kraft substance with 70 gms).

FUMIGANTS : Methyl Promide and Liquid Cyanide

Steel cylinders 30 lbs (13.6) kgs and 56 lbs (25.4 kg) or 180 lbs (81.64 kg) conforming to the specifications and requirements for cylinders for liquid gases as specified in Gas cylinder Rules, 1940 of the Government of India,

with such modifications as may be specified from time to time by the Chief Inspection of Explosives.

- |                   |       |                   |
|-------------------|-------|-------------------|
| Sodium Cyanide    | ) (a) | in 1 lb (0.45 kg) |
| Potassium Cyanide | )     | amber glass       |
| Calcium Cyanide   | )     | bottles.          |
- (b) Quantities above 1 lbs (0.45 kgs) and 10 lbs (4.5 kgs) shall be packed in air tight water-proff round tins conforming to ISI specifications.
- (c) Cwt. (50 kgs) packings shall be in mild steels drums conforming to ISI specification No. Dec : CDC 28 (921) P.

In all cases the containers should be tightly closed.

The Docks Manager will have the right to refuse to receive for shipment, any of the goods listed in Appendix 'J' if he considers that their packing is not of a sound quality or if he apprehends that their presence in the Docks is likely to endanger human life.

(b) Subject to the conditions stated in By-law No. 77, the Trustees will provide labour for shipment of all export goods taken charge of as above, and will undertake the proper shipping and delivery of such goods to the master or owner of the vessel.

**Shipment of goods**

87. Goods for shipment shall not be loaded on board any vessel in the Docks unless :

- a) the Customs Export Shipping Bill and Shipping Order shall have been produced (in the case of transshipment goods, the Tranship Permit or Boat Note and the Shipping Order) from the vessel's Agents; and
- b) the Shipper of goods delivers to the Shed Superintendent, a copy of the Customs Export Shipping Bill or Tranship Permit or Boat Note as the case may be which shall be for the use of and be retained by the Docks Manager; and
- c) the Shipper of the goods produces the Export Application which shall be in the form set out in Appendix 'H' to these Bye-laws duly endorsed in token of the receipt of charges due there under together with a receipt for the other charges that may be due to the Trustees on the said goods.

The Docks Manager may, however, ship the goods in anticipation of the payment of the Trustees charges due thereon and referred to above but he shall in such a case, retain the vessel's receipt for the goods as security for the payment of such charges.

88. Only goods, in apparently sound condition will be shipped and for these 'clean', receipts only will be accepted by the Docks Manager from the Master or Owner of a vessel, unless the shipper or his authorized representative shall furnish a written undertaking that "remarked" receipts may be accepted.

**Receipts for goods shipped**

89. Masters, Owners and Agents of vessels shall furnish receipts to the Docks manger in respect of :-

**Receipts for goods shipped**

- a) Goods shipped in Dock on the previous day; at 10 am daily.

- b) Goods shipped in Dock on the day or night preceding the departure of the vessel; every 2 hours.
- c) Goods stuffed into containers; at 10 am daily or as at (a) or (b) above, whichever is earlier.

Receipt shall in all cases be furnished to the Dock Manager before a vessel shall be allowed to leave Dock.

90. Masters and owners of vessels shall furnish receipts to the Docks Manager in respect of all goods shipped in Dock from boats overside, and shall on no account pass such receipts direct to the shipper.

**Receipts for goods shipped from overside**

91. Goods for shipment shall be received in Dock only under the orders of the Docks Manager, they shall be stacked according to directions and shall under no circumstances be allowed to obstruct the traffic of the Dock.

**Goods for shipment**

92. Packages containing bullion, specie, precious stones, gold dust, jewellery or other property of considerable value and appearing on the general manifest shall be delivered direct to owners by the masters and owners of vessels under their own responsibility, but only after intimation shall have been given to the Docks Manager (through his officer in the transit shed) for examination and verification of the Customs and other documents. Under special circumstances it may be desired to place such goods in charge of the Docks Manager, in which case they must be separately noted in the general manifest and specially handed over to the Docks Manager himself who will grant a distinct receipt and will charge a special rate for storage. In like manner shippers of the articles enumerated in this By-law shall make similar arrangements for shipment.

**Valuable goods**

93. The Trustees will accept to liability or responsibility whatsoever for loss of or damage to goods unless notice of loss or of the damage alleged shall have been received prior to shipment or delivery as the case may be.

**Responsibility of lost or damaged goods.**



In respect of the goods received for shipment in container; the Trustees will accept no liability or responsibility for loss of or damage to goods howsoever caused after a goods are stuffed into the containers.

94. Goods landed from a vessel in Dock and given to the custody of the Trustees shall be detained for freight and other charges payable to the owner of the vessel on receipt of due notice in writing form the master or owner of the vessel or his agents such goods shall be retained either in the warehouses or sheds of the Trustees at the risk and expense of the owners of the said goods until the lien shall have been discharged or the amount claimed for freight shall have been deposited with the Trustees. Goods delivered form a vessel overside into boats or floated in Dock for removal outside the Dock cannot be detained.

**Detention for goods for freight, & c.**

95. Goods landed in Docks and received charge of by the Docks Manager shall be delivered only on production of the Bills of Lading, accompanies by an order authorizing delivery from the master or owner of the vessel discharging such goods, or his agent. Any alterations, informalities or discrepancies appearing in a Bill of Lading shall be certified by the master or owner of the vessel or his agent before delivery will be given.

**Delivery of goods Bill of Lading and Delivery Order.**

96. Owners and or their representatives applying for delivery of goods shall fill in the Import Application in duplicate which shall be in the form set out in Appendix 'I' to these Bye-laws except the column in which the wharfage and other charges payable are to be entered and will sign the same. The import applications thus filled out accompanied by the Customs Import Bill of Entry and true, copy hereof, superscribed 'Bill of Entry for Port Trust use which shall be for the use of and be retained by the Docks Manager, shall be presented at the Docks Manger's office where the charges shall be assessed received and the Import Application endorsed in taken of receipt of the charges due there under. The Import Application thus endorsed accompanied by the Bill of Lading and the Order from the Master, Owner or Agents of the vessel authorizing delivery, shall then be presented at the shed when an Officer of the Trustees will examine the documents and being satisfied that they are in

**Delivery of goods payment of charges.**

order and on being furnished with an acknowledgement for the goods, will grant delivery and authorised the passing of the said goods out of the Docks.

97. In every case where delivery of goods is given over a vessels' side into boats, the master or owner shall himself take such steps as he may think necessary to secure payment of any outstanding amounts that may be due in respect of freight or other charges.

**Delivery of goods  
overside**

98. Permission granted by the collector of Customs to owners or their representative, at their request, to open packages in Docks, shall be counter signed by the Docks Manager. Packages so opened shall lie at the risk of the owner thereof.

**Laibility for opened  
packages**

99. Packages in Dock which shall have been opened for appraisalment or by order of the Collector of Customs shall lie at the risk of the owner thereof.

100. Goods taken delivery of but not removed from the Dock, shall lie at the risk of the owner thereof.

**Delivery of goods –  
Removal from Dock**

101. Goods shall not be removed from the Docks quays, roads, or sheds unless covered by a Customs Import Bill of Entry or Export Shipping Bill and upon productions of the Trustees receipt for wharfage viz, the import or export applications duly endorsed, as the case may be, and receipt for other charges that may be due upon the goods.

102. The Docks Manager may order the removal of all uncleared goods from the dock sheds to the uncleared goods warehouse immediately after the expiry of the free days allowed under the Trustees scale of rates and without any previous notice whatsoever to the owner of the goods.

**Removal of goods to  
uncleared  
warehouses**

103. The master, owner or agent of every vessel entering Dock and having on board as import cargo for discharge package containing arms and ammunition, shall as soon as possible after arrival in Dock furnish to the docks Manager a complete list of all such packages. All packages

**Arms**

containing arms and ammunition shall be sealed by the master of the vessel before discharge, and on discharge, shall be handed over by the master into the direct charge of the Shed Superintendent, who will grant a receipt therefore in the prescribed form and will immediately lock up the packages in the Transit Shed pinjra. Packages containing arms and ammunition shall under no circumstances be discharged from a vessel at night. The Trustees will accept no liability or responsibility whatsoever in respect of any packages containing arms and ammunition discharged from a vessel otherwise than in strict conformity with this By-law. The external condition of all packages containing arms and ammunitions will be carefully examined before receipt is given therefore and any matters which appear to call for mention will be entered in the remarks column thereof. The Trustees may grant exemption from this By-law to any vessel or line of vessels, and for any period the Trustees may think fit.

Note : Packages containing arms and ammunition, the property of the Central or any Provincial Government will not be required to be sealed before discharge.

104. Nitro-glycerine, dangerous petroleum, naphtha dynamite, gun-powder and other explosive or inflammable substances (see appendix C) of like nature will not be admitted into Dock, or alongside the Harbour Wall of the Dock, and any vessel having such explosives on board shall discharge them before entry into Dock or before coming alongside the Harbour Wall of the Dock.

**Explosives and hazardous goods.**

Note 1: This By-law shall not apply to :-

- (i) Service ammunition, whether for small arms or artillery, when forming part of the equipment of troops embarking or disembarking
- (ii) Safety cartridges, including small arms and ammunition
- (iii) Fuses for shells and friction tunes for the Service of the Government provided that they are packed in proper service packages
- (iv) Safety fuses for blasting, including 'Cordeau Blickford'
- (v) Railway for signals

**Explosives and inflammable substances not to be brought into Dock Exceptions**

- (vi) Percussion caps
- (vii) Such manufactured fireworks, as defined in Division 2 of class No. 7 of schedule I of the Explosives Rules, 1940 as are specified in Appendix 'D' to these rules
- (viii) Shale oil, colza, Mineral oil and other oils of similar nature which have their flashing point at about 200 of Fahrenheit's thermometer and are imported as ordinary cargo
- (ix) Vessels having on board petrol for use for their emergency dynamos emergency wireless transmitters and other domestic requirements will be permitted to enter the Docks provided the Master furnished a certificate that the petrol is stored in properly constructed tank/tanks or stored in properly constructed standard cans, drums or barrels

Vessels may be permitted to replenish their domestic requirements of petrol immediately before sailing provided the petrol is brought into the Docks in the charge of a responsible person in standard properly stoppered cans, drums or barrels and is taken on board in broad daylight and on the condition that the said receptacles are not to be opened and decanted except when absolutely necessary and under the supervision of a competent ship's officer.

- (x) Packages containing ether or aeroplane dope which may be brought into Dock on board vessels for overside discharge into boats. Such packages will not be allowed on the quay or in the Docks sheds and must be removed from Dock within 48 hours of the berthing of the vessel. Consignment of aeroplane dope for shipment shall only be brought into Dock just before the vessel is ready to sail and shall be passed on board direct from the carts without deposit on the quay.
- (xi) Turpentine which may be brought into Dock on board vessel for overside discharge into boats or which, subject to the special permission of the Docks, Manager, may be landed on the quay and immediately removed out of Dock

- (xii) Inflammable paints and varnishes and compounds such as Duco, Cellulose, Valspar, etc, may be brought into Dock on board vessels for discharge on the quay in quantities not exceeding 500 gallons per ship, provided the goods are immediately removed out of Dock. Consignments brought into Dock for shipment not exceeding 500 gallons per ship shall be passed on board as soon as brought into Dock. Consignment for discharge or shipment in quantities exceeding 500 gallons in any one vessel shall be discharged overside direct into lighters for immediate removal out of Dock or shall be brought in lighters into Dock for immediate shipment. Packages containing such compounds shall be prominently marked on the outside with an indication of their contents.
- (xiii) (a) Naval explosives in Combatant Warships berthed in Wet Dock or alongside the Harbour Wall when stowed below decks in properly fitted magazines and under the supervision laid down in Naval Magazines and explosives regulations, and in the case of Warships to which the Naval Magazine and Explosive regulations do not apply, subject to the production of a certificate from the Commodore-in – charge, Bombay certifying that the particular Warship is an orthodox warship and therefore deemed to have satisfactory regulations for the safe custody of explosives on board, provided there is no handling, i.e. embarking or disembarking of explosives/ammunition in the ship.
- (b) Ammunition carriers, Mine Layers, etc, which carry explosives/ammunitions as freight will not be admitted to the Docks or to the Harbour Wall thereof.
- (xiv) Naval Explosives such as filled shells, warheads, bombs and Q.F. ammunition in magazines fitted with rack stowage in Combatant Warships berthed in dry Dock for short periods with the full crew on board and subject to Naval Magazine and Explosive Regulations, and in the case of

warships to which the Naval Magazine & Explosive Regulations do not apply, subject to the production of a certificate from the Commodore-in-charge, Bombay, certifying that the particular warship is an orthodox warship and therefore deemed to have satisfactory regulations for the safe custody of explosive on board, for the following purposes, provided there is no handling, i.e. embarking and disembarking of explosives ammunition in that ship:-

- (a) Coating of bottoms and examination of underwater fittings;
- (b) Effecting repairs which it is known will not entail work in the vicinity of compartment containing explosives. i.e. to shift propellers, repairs to rudders, etc.

Note 2 :- This By-law so far as it prohibits admission alongside the Harbour Wall of the Dock, shall not apply to Explosives on board a vessel and in course of transit to another port, if carried in a magazine or magazines constructed so as to comply in all respects with the Admiralty Board of Trade requirements and in regard to which the vessel has complied with the Port Explosive Rules. Such explosives will be permitted to remain on board the vessel while berthed alongside the Harbour Wall of the Dock but will not be permitted to be brought into the Dock.

**Explosive & inflammable substances not to be brought into Dock Exceptions.**

Note 3 :- If the provisions of By-law 104 are contravened the Docks Manager shall remove any such goods at the risk and expense of the owners without previous notice.

- 105.(i) The master or owner of a vessel carrying cargo of Carbide of Calcium or Calcium Phosphide shall, on entering Dock, immediately give notice to the Docks Manager of the nature and quantity of the respective cargoes.

**Carbide of Calcium and Calcium Phosphide**

- (ii) The hold of a vessel carrying Carbide of Calcium or Calcium Phosphide shall be efficiently ventilated from the

time of entering Dock until all Carbide of Calcium or Calcium Phosphide has been discharged or until the vessel has left Dock.

- (iii) Carbide of Calcium or Calcium Phosphide shall only be brought into Docks in hermetically closed metal drums in strong wooden crates containing each not more than 224 lbs. And of such strength and construction as not be liable to be broken or to become defective or insecure in conveyance otherwise than by gross negligence or extraordinary accident.
- (iv) A drum containing Carbide of Calcium or Calcium Phosphide shall not be opened within the limits of the jurisdiction of the Trustees except in a licensed place of storage.
- (v) Every reasonable precaution shall be taken to prevent the contact of water or moisture with carbide of Calcium or Calcium Phosphide, and where such contact may have occurred, to prevent the gas evolved from being ignited.
- (vi) Every drum containing Carbide of Calcium or Calcium Phosphide shall be labeled which label shall bear in conspicuous characters the name and address of the owner of his representative as well as the following :
  - a) 'Carbide of Calcium' or 'Calcium Phosphide' as the case may be;
  - b) 'Dangerous if not kept dry'; and
  - c) 'The contents of this package are liable, if brought into contact with moisture, to give off a highly inflammable gas.'

The names and address of the consignees or owners shall be marked on drums containing Carbide of Calcium

or Calcium Phosphide, if they are to be stored in the Calcium Carbide Warehouse at Indira Dock.

- (vii) Vessels carrying consignments of Carbide of Calcium or Calcium Phosphide shall discharge the same within 48 hours of entering Dock. These goods shall be landed on the wharf and immediately removed out of Dock on delivery or to the Trustees' Calcium Carbide Warehouse at Indira Dock for storage, or loaded into railway wagons if so required and available for the purpose. Carbide of Calcium and Calcium Phosphide shall not be allowed to remain or to be stored in any part of the Dock except the Calcium Carbide Warehouse at Indira Dock.
- (viii) A vessel having Carbide of Calcium or Calcium Phosphide on board shall, while in Dock, have on board a competent watchman.
- (ix) No carbide of Calcium or Calcium Phosphide shall be landed between the hours of sunset and sunrise.
- (x) The owner or agent of a consignment of Carbide of Calcium or Calcium Phosphide will be liable to make goods to the Trustees the amount of any expenses incurred by them in taking precautions to prevent the ignition of gas given off by Carbide of Calcium or by Calcium Phosphide as also all expenses incurred for meeting and fighting any such ignition of gas. Such owner or agent will also be liable to make good to the Trustees the amount of any claims for loss of life or injury caused to persons employed in the work of handling carbide of Calcium or Calcium Phosphide and will be liable to compensate the Trustees for any damage to their property or for any claims in respect of damage to the property of other persons arising as a result of ignition of gas given off by such consignment.

106. Combustibles and explosives for signaling purposed only shall be allowed on board any vessel in Dock and shall before such vessel enters and while she remains in Dock be secured under lock and key in suitable

**Combustibles,  
etc., on board a  
vessel to be  
securely locked.**



cases or magazines in a safe place set apart for such purpose and no person shall have access thereto unless in the presence of an officer of the vessel whose duty shall be to see such place securely relocked, the key being kept in charge of the master or owner of the vessel.

107. No packages, containing acids, aqua fortis, oil of vitriol Lucifer matches, fuses for shells and friction tubes for the services of the Crown, manufactured fireworks, or other goods of a dangerous nature permitted to be brought into the Dock, shall be placed on any quay in lock unless distinctly marked as such on the outside of each package and no such package shall, under any circumstances be allowed inside the transit sheds. Packages containing Lucifer matches fuses for shells and friction tubes for the services of the crown, complying with the provision under By-law 104(iii), or such manufactured fireworks as defined in Division 2 of class No. 7 Schedule I of the Explosives Rules, 1940, as are specified in Appendix D, if allowed to remain in Dock, must be watched continuously by or at the expense of the owners of the goods or the master or owner of the vessel.

**Acids, etc,  
matches**

Packages containing safety cartridges as defined in the Explosives Rules, 1940, safety fuses for blasting, railway for signals and percussion caps shall immediately on landing be stored inside the transit shed pinjra for safe custody pending delivery, consignments which are not taken delivery of within the free days prescribed in the Docks Scale of Rates shall forthwith be removed to the Hazardous Goods Warehouse at the expense of the owners of the goods.

Packages of acids, aqua fortis, or oil of vitriol shall under no circumstances be discharged from a vessel at night.

107-A. Ethyl Fluid may be landed at the Docks with the previous consent in writing of the Docks Manger subject to the following conditions :-

**Discharge of  
Ethyl Fluid (Tetra  
Ethyl Lead.)**

(1) That Ethyl Fluid imported into the Port is packed in specially constructed steel drums of great strength. The drums should be scaled with an inner and outer bung rolling hoops shall be fitted as an added

precaution for the shell during handling. In addition drums shall be distinctly marked to show that they contain Ethyl Fluid;

(2) that owners or consignees of Ethyl Fluid make previous arrangements with the Collector of Customs and the Docks Manager for the immediate removal from the Trustees' premises of the entire consignments;

(3) that Ethyl Fluid is only landed :-

- (a) between 8.00 a.m. and 5.30 p.m. which hours are commensurate with the day shift in the Docks, at such berths in the Docks as the Docks Manager may direct; and
- (b) after all disembarking passengers have landed from the vessel.

(4) that no discharge of Ethyl Fluid is begun until :-

(i) the following documents have been presented to the Docks Manager :-

- (a) Bill of Lading, if any, duly endorsed by the consignee;
- (b) Delivery Order, if any, from the Steamer Agents;
- (c) Duty Paid Customs Bill of Entry (passed in full out of Customs charge);
- (d) Detailed Invoices covering the consignment or consignments;
- (e) Import Dock Chappas or receipts issued by the Docks Cash Offices indicating that the Trustees' charges have been paid in full or a sufficient deposit to cover these charges has been lodged.

(ii) the necessary road and/or rail vehicles by which delivery is to be effected from the Docks are in position for the loading of the consignment or consignments therein;

- (iii) The Docks Manager has satisfied himself that the equipment and material necessary for dealing with any leakage that may occur during or after discharge, are available for immediate use, the requisite protective equipment and material as under being supplied by the owner or consignees :-

Two (2) Sets of :

- (i) Rubber Gloves,
- (ii) Rubber boots,
- (iii) Rubber apron or oilskin suit,
- (iv) Respirators (See Note)

Note :- A suitable respirator is the canister type containing a minimum of 500 c.c. of activated charcoal. A British Service type respirator is satisfactory. An air-line mask may be used, if available.

(5) that when discharge has been permitted, every consignment of Ethyl Fluid is inspected on board the vessel by the owner, the consignees, or their representatives, competent to do so and an officer deputed by the Docks Manager. No Ethyl Fluid drums showing any signs of leakage shall be landed until suitably repaired or placed in a larger receptacle or container offering sufficient protection from leakage :-

Note :- In the event of a leakage, measures set out hereunder in sub-clause (11) must be followed.

(6) (a) that discharge of Ethyl Fluid is supervised by a responsible, competent and fully informed representative of the owner or consignees of the consignments having adequate technical knowledge of the commodity.

(b) that labour and personnel handling and supervising the handling of drums should be equipped with heavy gloves of canvas or leather.

(7) that the owners or consignees shall provide labour for handling of drums containing Ethyl Fluid to be discharged on the quay for their immediate removal there from direct to the road or rail vehicles and the subsequent loading of the drums in to the said vehicles for immediate removal of the consignment from the Trustee's premises.

(8) that Ethyl Fluid drums shall be handled singly, and discharged singly in wire net slings by the Trustees' Cranes and removed from the slings by the consignees' labour direct to road or rail vehicles placed in position for their immediate delivery.

Note :- Barrel hooks are on no account to be used in discharge.

(9) that after any consignment of Ethyl Fluid has passed over the Trustees' Docks, wharves, jetties, open storage areas or roads, the owners or consignee's representative shall inspect the places over which the consignment has been carried and shall clean any points where leakage has taken place or suspected to have taken place. This inspection of cleaning shall be carried out in the presence of an Officer deputed by the Docks Manager for the purpose and the Owner's and the consignee's representative should thereafter issue a certificate that the Trustees' premises are free from contamination and fit for general use.

(10) that no Ethyl Fluid drum is in any circumstances stored in any of the Trustees' transit sheds or warehouses.

(11) in the event of leakage measures as set out below must be followed :

Note :- Ethyl Fluid is highly coloured by means of a dye (usually yellow, red or blue) so that leakage is immediately discernible. Furthermore, Ethyl Fluid has distinctive and rather sweet smell.

- (a) if Ethyl Fluid comes into contact with the skin, the part or parts affected should be washed clean at once with a solvent such as kerosene, followed by soap and water;
- (b) clothing that becomes contaminated by Ethyl Fluid should be removed immediately and cleaned by repeated rinsing in a non-inflammable dry cleaning fluid.
- (c) shoes and leather covered articles that become contaminated by Ethyl Fluid should be discarded and destroyed.
- (d) If Ethyl Fluid can be smelled it is being breathed. Men should be directed away from any place where it can be smelled.
- (e) Men assigned to deal with a leakage of Ethyl Fluid must wear the protective equipment, as prescribed in Sub-clause (4) (iii) above.
- (f) The area in which a leakage of Ethyl Fluid has occurred (including the outside of a drum should be treated as follows :-
- (i) flush with kerosene or some other light oil solvent, followed by water. If the surface permits, wash thoroughly with scap working up as much lather as possible, and again flush with water.

Note :- If it is possible to obtain quickly a supply of common bleaching lime ( $\text{CaO}$   $\text{Cl}_2$ ) the area should first be treated generously with a mixture of bleaching lime and water in the form of a thin slurry (never use the dry powder), alternatively a 5 per cent solution of Sulphuryl chloride ( $\text{SO}_2$   $\text{Cl}_2$ ) in kerosene may be used.

- (ii) if contamination of an absorbent material has taken place, such as wooden flooring dunnage, or other

packing material, then such material must after treatment as above be removed or burned.

(12) Any person convicted of having committed a breach of any of the foregoing provisions shall be liable to a penalty not exceeding Rs.100/- (Rupees One hundred only) vide Section 75 of Act VI of 1879.

108. Package of unpressed cotton, known as buffaloes docras, and bundles, American cotton, hemp and jute, except in full pressed bales, Indian aloe rhea, coir and other fibres, flax, waste (clean and oily), cotton fly, grasses, of all kinds, coal-tar, pitch and exposed or unexposed cinema and camera films and scrap or waste films except those having a cellulose, acetate or other safety base and other hazardous goods which the Trustees may, from time to time, by notice at the Dock, specify shall not under any circumstances be placed in a Dock Shed, but shall forthwith on the arrival of a vessel be taken delivery of and removed from Docks by the owner of the goods or the master, owner or agents of the vessel. And if any such package is brought into Dock for shipment it shall not be placed on any Dock quay, wharf, or road but shall forthwith be shipped. The Docks Manager, may, by arrangement, allow unpressed cotton, etc., and other hazardous goods to be stored on the quays or other open spaces, at the risk and responsibility of the owner and the Trustees will not be responsible or liable for any damage sustained from rain or from any cause whatsoever. Unpressed cotton, etc. and other hazardous goods placed in Dock shall be removed by the owners or shippers, if called upon on six hours' notice being given by the Docks Manager, and if not so removed, the Docks Manager may remove such goods at the cost of the said owner or shipper. Packages of American cotton cannot be received into any of the Dock sheds; but will be landed on the quay and if not cleared within 24 hours will be carted at the expense of the owner and stored in the special shed erected for the purpose.

**Unpressed cotton  
aloe fibre,  
unpressed hemp  
cotton fly oily  
waste; american  
cotton, & c.**

109. Packages consisting of cylinders containing gases, liquids or dissolved acetylene under pressure may be handled in the dock quays subject to the following conditions :-

**Gases and liquids  
under pressure**

(i) (a) Cylinders containing gases and liquids under pressure shall comply in every respect with the provisions of the Gas Cylinder Rules, 1940, or under such conditions as have been specially permitted by an order in writing by the Chief Inspector of Explosives in India under Rule 17 of the said Rules.

(b) Cylinders containing dissolved acetylene shall comply with clause 4 of the schedule to Government of India, Department of Labour Notification No.M-1268 dated 9<sup>th</sup> January, 1939.

Note :- Empty dissolve acetylene cylinders normally contain a small amount of acetylene dissolve in acetone and absorbed in porous moss. They shall be treated as full for purpose of this Rule.

(ii) Discharge or loading at night of cylinders containing gases, liquids or dissolved acetylene under pressure will not be permitted.

(iii) Delivery from ships' side shall be effected by the consignees immediately as far as possible and in any case within 24 hours, failing which the Docks Manager shall arrange for their immediate removal to the Hazardous Goods Warehouse, the cost of which will be recovered from the consignees.

(iv) After being landed and until removed from Docks limits or placed in the Hazardous Goods Warehouse, these cylinders shall be adequately protected from the sun's rays by a suitable covering.

110. Packages consisting of cylinders containing gases, liquids or dissolved acetylene under pressure brought into Dock for shipment shall not be placed on any dock quay, wharf or road but shall forthwith be shipped.

7- Regulations relating to the discharge and shipment of Fuel Oil and non-dangerous Petroleum in Dock or alongside the Harbour Wall of the Docks.

111. Vessels carrying petroleum in bulk for discharge as fuel oil and permitted to enter the Docks for the purpose shall occupy such Docks and quays only as are specially sanctioned by the Trustees and the following regulations at the mode of discharge and the precautions to be adopted by such vessels shall be strictly observed, the masters of the vessel being held responsible for such observance:-

- (a) The discharge of fuel oil in bulk as cargo or bonafied carried as fuel oil for the use of a vessel will be allowed, provided the owners or agents of the said vessel previously have furnished the Trustees with a general guarantee signed by them that the flash point of all fuel oil used for bunkering ships belonging to them is in all cases at or above 150° Fahrenheit under the terms of their bunkering contracts with the Oil Suppliers, or failing such general guarantee, provided that the master or agents for the vessel prior to the vessel entering Docks, produces a certificate in the subjoined to the effect that the petroleum so carried has its flashing point at or above 150° Fahrenheit, unless the vessel also carries, or at the time of her last arrival at Bombay carried, or since that time has carried other petroleum in bulk without having been properly cleansed and rendered entirely clear of petroleum and vapour of petroleum in accordance with the requirements of the Bombay Port Rules, in which case By-law No.104 shall apply ;-

#### FORM OF CERTIFICATE

- (1) Quantity of fuel oil in vessel.
- (2) Description of oil.
- (3)
- (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 or works.



- (b) During all such time as any bulk oil vessel is in Dock, whether pumping is in progress or not, the master or first mate of such vessel shall be present on board and it shall be incumbent upon him to see that these regulations are complied with, and that every necessary and proper precaution for safety is taken.
- (c) No fire on lights shall be allowed to any bulk oil vessel, in the Dock or on the adjoining quay, except the galley and engine room fires, electric light and the permanent lamps used for illuminating the Docks.
- (d) No smoking shall be allowed on board any bulk oil vessel.
- (e) The lids of the tanks must not be raised more than is absolutely necessary for the working of the pumps during discharge and must be kept closed at all other times.
- (f) No fuel oil or water mingled with fuel oil shall be pumped or allowed to run out of the vessel into the Dock.
- (g) The appliances used for transferring fuel oil from the vessel to the pipe line or to tank barges or vice versa shall be in all respects suitable for the purpose and in good condition, and all proper precautions shall be taken to prevent the leakage or discharge of any fuel oil into Dock before, during or after the transfer.
- (h) Every bulk oil vessel while in the Dock shall have steam up in her boilers so as to be ready to move immediately if necessary, and shall move immediately upon an order to that effect from any officer of the Trustees.
- (i) Every bulk oil vessel shall leave the Dock immediately on completion of discharge and shall proceed to an anchorage for cleansing in accordance with Port regulations.

- (j) Pumping out fuel oil will be allowed at night on payment of the usual Dock charges.

Note :- Regulations (f) and (g) are also applicable to vessel taking fuel oil into their bunkers, either through the oil pipe line or from barges or tank carts in the Dock.

112. (a) Vessel carrying petroleum in bulk for discharge into the Trustees' bulk oil pipe shall be berthed on the East Harbour Wall of the Docks at the berth known as the "Bulk-oil Vessels' Berth" and subject to compliance with and observance of the requirements of the Bombay Port Rules, will be permitted to discharge oil into the Trustees' oil pipe provided thereat.

**Discharge of non-dangerous Petroleum in bulk**

(b) The operation of flushing out the pipe lines with water shall be under the absolute control of the Trustees, and the master, owner or agents of vessels shall conform to the orders of the Trustees' officers as to when the pumping of wash water shall cease.

113. Subject to the conditions hereunder specified vessels will be allowed to discharge and load in Docks, at such special berths as may from time to time be named by the Docks Manager for the purpose, petroleum' fuel oil having its flashing point at or above \_\_\_ Fahrenheit and contained in casks, drums, tins and tank vehicles; but no vessel be allowed to enter the Docks if she has on board more than 50,000 gallons of petroleum fuel oil, contained in casks, drums, tins and tank vehicles.

**Discharge and shipment of fuel oil (packed)**

(a) A certificate in the same form as that provided for Bye-law No.111 (a), must, in every case, be produced before a vessel is allowed to enter Dock under this By-law or before any petroleum fuel oil is brought into Dock for shipment, certifying that the petroleum fuel oil to be landed or shipped, as the case may be, has its flashing pint at or above 150° Fahrenheit, and arrangements must be previously made with the Docks Manager for the landing or shipment of any such petroleum fuel oil. Petroleum fuel oil having its flashing point below 150° Fahrenheit is

strictly prohibited from being brought into or shipped from the Docks except as provided in By-law No.115.

(b) All petroleum fuel oil landed in Dock must be immediately removed by the importer, as landed, outside the Docks. In the alternative, petroleum fuel oil will not be allowed to be landed but must be discharged overside into lighters for removal out of Dock, at the expense of the master, owner or agent of the vessel.

(c) No petroleum fuel oil shall be brought into the Docks for shipment unless the exporter shall have first produced a certificate from the vessel on which it is to be loaded, certifying readiness to receive the same; and all petroleum fuel oil brought into the Docks for shipment shall forthwith be put on board the vessel on which the same is to be loaded.

(d) The importer or exporter, as the case may be, shall, in every case, provide that a cooper and the solderer are in attendance throughout the time while any petroleum fuel oil is being landed or shipped in the Docks, and any leaky casks, drums, tins or tank vehicles shall be forthwith repaired.

114. Consignments of non-dangerous petroleum will be permitted to be discharged on the quay at the Docks Harbour Walls only with the specific permission of the Docks Manager and for special or emergent reasons provided that :-

**Discharge of  
non-Petroleum  
(packed)**

(a) The non-dangerous petroleum has a flash point by Abel's or any other recognized test of 70° F and over, so as not to fall within the definition of 'dangerous petroleum' contained in Section 2 (b) of the Petroleum Act (XXX of 1934).

(b) Not more than 100,000 gallons shall be discharged from any one vessel.

(c) The Docks Manager must be given satisfactory guarantees that the consignees are prepared to effect delivery ex-Docks immediately upon the landing of the non-dangerous petroleum.

(d) The rate of discharge from a vessel will be regulated so that does not exceed the rate of delivery.

(e) The petroleum shall be in sound metal containers, and the discharge of leaking containers will not be permitted on to the quays.

(f) No fires of any sort or lights other than the Trustees' electric dock lights will be permitted at or near the quays where non-dangerous petroleum is being discharged.

Vessels carrying same bottom cargoes of packed non-dangerous petroleum will be permitted to be berthed at the Harbour. Wall with the specific permission of the Docks Manager. No restrictions are imposed in regard to the quantity of packed non-dangerous petroleum to be carried at same bottom cargoes by vessels berthed at the Harbour Walls. Vessels will also be permitted to enter the Docks with same bottom cargoes not exceeding 2,00,000 gallons of packed non-dangerous petroleum provided the commodity is packed in sound containers constructed or steel sheets not thinner than 18 B.G.

115. Consignments of non-dangerous petroleum may be shipped into vessels berthed at the Docks Harbour Walls provided that :-

**Shipment of non-dangerous Petroleum (packed)**

(a) The non-dangerous petroleum has a flash point by Abel's or any other recognized test of 76° F and over, so as not to fall within the definition of "dangerous petroleum" contained in Section 2 (b) of the Petroleum Act (XXX of 1934).

(b) Not more than 1,00,000 gallons shall be shipped in anyone vessel lying alongside the Harbour Walls of the Docks.

- (c) The petroleum shall be in sound metal containers.
- (d) Consignments shall not be brought into the Docks until the vessel is ready to receive them and shall be loaded into the vessel immediately after their arrival in the Docks. The Docks Manager or his official deputed for the purpose will regulate the amount of kerosene received in the Docks so that there may be no kerosene left on the quays when the vessel into which it is being loaded finishes work for the day.
- (e) No fires of any sort or lights other than the Trustees' electric dock lights will be permitted at or near the quays where non-dangerous petroleum is being shipped.

116. Bunkering of vessels with petroleum fuel oil in the Docks, at the Harbour Walls and at the Ballard Pier by means of the Trustees' service pipelines, barges and tank vehicles will be permitted, provided that :-

**Bunkering  
Petroleum Fuel  
Oil.**

- (a) During all such time as any vessel is receiving fuel oil into her bunkers, the master or first mate of such vessel shall be present on board and it shall be incumbent upon him to see that these particular regulations are complied with and that all reasonable precautions for safety are observed.
- (b) A ship's officer shall be on watch and an attendant of the Oil Company supplying the bunkers shall be stationed alongside the flexible connecting pipe while bunkering is in progress.
- (c) No smoking, cooking, naked lights, or forges shall be allowed on the vessel's decks while bunkering is in progress.
- (d) A suitable gutter or other contrivance shall be placed under the connecting service pipe to prevent any oil from dripping on the wharf or into the Dock basin.

- (e) Masters and owners of vessels receiving fuel oil and suppliers of fuel oil for bunkering shall personally and severally be held liable for any damage whatsoever that shall have been caused to cargo or property belonging to or in charge of the Trustees by any leakage of fuel oil, due to or arising from negligence or any defect in or failure of apparatus or appliances the property of the vessels or the Suppliers.
- (f) No cargo other than steel plates, iron rails, and similar goods unaffected by oil, shall be allowed on the wharf within 50 feet of the oil stand pipes, and shed doors immediately behind them shall be kept closed while bunkering is in progress.
- (g) Before bunkering commences, the attendant shall see that the telephone connection to the Oil Company's Depot is in working order.
- (h) No cargo other than steel plates, iron rails, and similar goods unaffected by oil shall be allowed on the wharf within 50 feet of tank carts, and shed doors immediately behind them shall be kept closed while bunkering is in progress.
- (i) The use of tank carts will only be permitted in cases of emergency after obtaining special sanction from the Docks Manager.
- (j) The barges used shall conform to the specification drawn up by the Chief Inspector of Explosives (vide Appendix F) and have been approved and licensed by the Trustees.
- (k) An attendant shall be on duty at the pump throughout the time of bunkering.

- (l) The bilges of an oil barge shall not be pumped when such barge is in any confined waters or alongside any bulk oil ship or tug.
- (m) The barges shall carry an ample supply of buckets of sand.

116. A. Consignments of petroleum fuel oil in bulk and flashing at or above 150° F and consignments of non dangerous petroleum in bulk having a flash point by Abel's or any other recognized test at 76° F and over, so as not to fall within the definition of 'dangerous petroleum' contained in Section 2 (b) of the Petroleum Act (XXX of 1934) may be shipped into vessels berthed at the Docks Harbour Walls provided that :-

- (a) Tankers in Ballast which have been allotted a berth at the Harbour Wall to receive such shipments will not allowed to berth at the Harbour Wall unless a certificate signed by the Inspector of Explosives, or the Asstt. Inspector of Explosives West Circle, Bombay, is produced to the effect that the vessel is free from dangerous vapour.
- (b) A certificate in the same form as that provided for in By-Law No.111 (a) must, in every case, be produced before shipment is effected, certifying that the petroleum fuel oil has its flash point at or above 150° F and that the non-dangerous petroleum has its flash point at or above 76° F and that the latter does not fall within the definition of "dangerous petroleum" contained in Section 2 (b) of the Petroleum Act (XXX of 1934).
- (c) During all such time as any vessel is receiving such oil into her tanks, the master or first mate of such vessel shall be present on board and it shall be incumbent upon him to see that these particular regulations are complied with and that all reasonable precautions for safety are observed.

- (d) A ship's officers shall be on watch and an attendant of the Oil Company supplying the oil shall be stationed alongside the flexible connecting pipe while pumping is in progress.
- (e) No fire or lights shall be allowed on any bulk oil vessel, in the Docks or the adjoining quay, except the gallery and engine room fires, electric light and the permanent lamps used for illuminating the Docks.
- (f) No smoking shall be allowed on board any bulk oil vessel.
- (g) A suitable gutter or other contrivance shall be placed under the connecting service pipe to prevent any oil from dripping on the wharf or into the Dock Basin.
- (h) Before pumping commences the attendant of the Oil Company supplying the oil shall see that the telephone connection to the Oil Company's Depot is in working order.
- (i) Masters and owners of vessels receiving fuel oil and suppliers of fuel oil shall personally and severally be held liable for any damage whatsoever that shall have been caused to cargo or property belonging to or in charge of the Trustees by any leakage of fuel oil, due to or arising from negligence or any defect in or failure of apparatus or appliances, the property of the vessels or the suppliers.
- (j) No cargo other than steel pipes, iron rails and similar goods, unaffected by oil, shall be allowed on the wharf within 50 feet of the oil stand pipes, and shed doors immediately behind them shall be kept closed while pumping is in progress.
- (k) Every bulk oil vessel while in the Dock shall have steam up in her boilers so as to be ready to move immediately if



necessary, and shall move immediately upon an order to that effect from any officer of the Trustees.

- (l) Every bulk oil vessel shall leave immediately on completion of loading.

V A.- Regulations relating to the discharge of grains and other \_\_\_\_\_ cargoes in bulk.

116. B Subject to the conditions hereunder specified, a vessel will be allowed to discharge grain or other dry cargoes in bulk by means of the suction progress or pumping out process through pipe lines or other similar appliances at such berths as may from time to time be allotted for the purpose by the Docks Manager.

- (a) Written applications for permission to use the appliances above noted and erection of pipe lines for such purpose for discharging grain or other dry cargoes in bulk shall be made in advance to the Docks Manager by the Master, Owner, Agent or Consignee stating the number of such appliances which will be in operation.
- (b) Such Master, Owner, Agent or Consignee shall be liable to indemnify the Trustees of the Port of Bombay for any loss or damage whatsoever arising from any of the operations connected with the discharge of grain or other dry cargoes in bulk through such pumps or appliances and pipe lines.
- (c) The rate of discharge from a vessel will be so regulated as to keep pace with the rate of bagging of the grain or other dry cargoes in bulk, stacking of bags and their clearance and such Master, Owner, Agent or Consignee shall for the purpose maintain a competent supervisor at the shed who shall superintend and direct the carrying out of all the operations in connection with the vessel's discharge.
- (d) The Docks Manager, may, in his discretion direct any of the operations connected with the vessel's discharge to be suspended

for such length of time as he may consider necessary, if in his opinion the continuance of the operation is likely to result in damage to any of the property belonging to the Trustees, and or cause congestion on the wharf or the transit areas in and around the shed.

**vi. Miscellaneous**

117. The quays, sheds, gates and the land within the Dock boundaries shall be in the charge of the Docks Manager who shall direct and manage all operations connected with the landing and shipping of goods and with their storage in the sheds and in the open, he shall have proper custody of all goods lying in Dock and take whatever steps he may consider necessary for the proper maintenance of order within Dock.

**Quays, & Docks  
area to be under  
the authority of the  
Docks Manager**

117. (A) No person shall enter any area within the boundary walls of Indira Dock (excluding Ballard Pier). Prince's and Victoria Docks and Frere Basin without a permit issued to him by or under the authority of the Docks Manager, such permit shall on demand by a police officer or any Port Trust Officer duly empowered in that behalf be produced for inspection. No person shall allow any permit issued to him as aforesaid to be used by any other person. Any permit issued to any person and allowed by him to be used by another shall be liable to be confiscated and cancelled.

118. Working hours in the Docks shall be from 8 a.m. (S.T.) to 12 noon and from 1 p.m. to 5 p.m. except on Sundays and such holidays as may be notified by the Trustees from time to time and subject to the following restrictions :

**Working  
hours**

Deliveries at Docks transit sheds shall be stopped at ;-

- (i) 4.30 p.m. in respect of cargo other than that intended for the Trustees' Bonded Warehouses.
- (ii) 4 p.m. in respect of cargo to be removed to the Trustees' Bonded Warehouses.

The receipt of Export Cargo shall be stopped at the Docks Road Gates at 4.30 p.m.

“The working hours of the Docks Cash Offices for receipt of charges shall be from 10.30 a.m. to 1.30 p.m. and from 2.00 p.m. to 3.30 p.m. except on Saturdays and Holidays declared for indoor staff, when the working hours shall be from 10.30 a.m. to 12.00 noon.”

119. Application to work at night, or on Sundays, or on holidays shall be made to the Docks Manager who, on production of the necessary permission from the Customs Department, will make the necessary arrangements for the proper conduct thereof. For work at night, or on Sundays and the holidays prescribed by the Trustees, the extra rates fixed by the Trustees, from time to time, shall be paid.

**Night and  
holiday**

(a) The Docks Manager may in the exercise of his discretion direct Masters of Owners of vessels to work at night or on Sundays or on holidays, if in his opinion it is necessary to do so in the interest of the turn round of vessels in the Docks.

(b) The hours of work for the purposes of Bye-laws 119 and 119A shall be as under :-

Sundays or prescribed 8 a.m. to 12 noon and

Holidays - 1 p.m. to 5 p.m.

Night Work - 5.30 p.m. to 12 midnight with half an hour's recess. 12.30 a.m. to 7 a.m. with half an hour's recess.

120. The entrance gates and wicket gates of the dock shall be kept open during the working hours appointed by the Trustees and ingress and egress by these gates and wickets at unauthorised hours be allowed only to persons holding special passes issued for this purpose by the Docks Manager.

**Entrance to the  
Dock**

121. (a) Claims for refund of any toll due rent, rate or charge levied under Section 43 or 43-A of the Bombay Port Trust Act, 1879, or any other similar section of the Act for the time being in force must be preferred in writing within 6 months either from the date when such toll, due, rent, rate or charge shall have been paid or from the date when credit therefore shall have been given, otherwise, no such claim shall be entertained unless it arises from an error on the part of an employee of the Trustees, and no such claim shall be accepted without the express sanction of the Trustees.

**Refund of charges**

(b) No claim for refund of a sum less than Rs. 2/- whether made separately or in conjunction with other claims, shall in any circumstances be entertained unless such claim arises from an error on the part of an employee of the Trustees.

122. Applications must be made to the appropriate Dock Master by the Master, Agent or Owner in respect of every vessel, which he desires to leave the Docks (excepting vessels engaged in a regular Mail Service and running to schedule), and the Docks Master will thereupon but subject to the proviso hereto grant a leaving permit in the form set out in Appendix "B" to these Bye-laws stating the time and date at which the vessel must be ready to move; provided nevertheless that, should the Dock Manager require to detain a vessel in the docks on account of non-payment of charges due to the Trustees or for any other reason, the Dock Master will on receipt of such intimation from the Docks Manager refuse to issue a leaving permit or to allow the vessel to leave the Docks and if leaving permit shall already have been issued, he shall cancel the same and inform the applicant accordingly.

**Issue of Leaving Permits**

123. The Docks Manager shall grant licences to certain qualified persons to work as carpenters in Dock for opening and repairing cases at the instance of the owners thereof, and no other person or persons shall be allowed to carry or introduce into Dock any carpenters' tool or other instruments used for such purposes under any pretext whatsoever.

**Licensed carpenters to be allowed in the sheds for opening and repairing cases**

124. No person shall hawk goods within the Dock on board any vessel within Dock without a licence from the Docks Manager. For this purpose the Docks Manager may issue licences to approved persons which shall be renewable yearly, provided that such persons shall have first obtained the approval in writing of the Collector of Customs, and that such license shall not entitle the holder to go on board any vessel in Dock without the permission of the master, owner or agent of such vessel.

**Issue of licences to hawkers.**

125. Trucks and land-barrows loaded with goods and not immediately taken out of Dock shall be liable to removal by the Docks Manager at the risk and expense of the owner of the goods. Trucks and hand-borrows belonging to merchants and others and left lying about the Dock shall be liable to removal and confiscation by the Docks Manager.

**Removal of trucks and hand-barrows out of Dock.**

126. Goods and articles or whatever description shall under no circumstances, be drawn or dragged across the Dock bridges and caissons except upon wheeled vehicles, and no such vehicles shall be permitted on the bridges and caissons which with its load shall exceed eight tons in weight, or shall have more than a concentrated load of four tons on two wheels equally distributed.

**Dock Bridges and Caissons**

127. Any person who shall cut, deface, or injure any mooring, rope, chain, life buoy, life line or life saving appliance or any buoy, buoy-rope or cable belonging to any anchor within the Docks Channel or Entrances or a Docks shall in addition to the prescribed penalty, be required to pay the amount of damage, repair and recovery.

**Destruction of or damage to any of the Trustees' property.**

128. No person shall molest, assault, resist, hinder, obstruct, impede, or interrupt, or offer or attempt to molest, assault, resist, hinder, obstruct, impede, or interrupt any employee of the Trustees in the execution of his duty, or disobey his lawful orders, or use abusive or offensive language or aid or incite others to do so.

**Obstructing Officer**

129. Horse driven vehicles for the conveyance of passengers entering or leaving the Prince's and Victoria Docks will only be allowed to do so by the following gates :-

**Horse-driven vehicles in Docks.**

Prince's Dock	-	Main Gate Yellow Gate
Victoria Dock	-	Green Gate Red Gate

130. Motor lorries or other vehicles for the conveyance of goods shall not be driven along or upon any of the sheds, wharves or quays within the Docks or be admitted to or allowed in the Docks unless a license in that behalf all have been procured from the Docks Manager permitting such lorry or vehicle to do so and except in accordance with the following conditions :-

- (i) Such motor vehicles shall conform in all respects to the Bombay Motor Vehicles Rules (1959) as from time to time amended.
- (ii) Such motor vehicle shall not be left unattended.
- (iii) Such motor vehicles shall ordinarily traverse the recognized roads in the Docks; but may be permitted on the wharves in transit sheds and upon open storage spaces for the purpose of being loaded and unloaded, subject to control by Port Trust and Police Officers.
- (iv) Such motor lorries or vehicles, when entering or leaving the Docks, shall stop at the Dock Gates until permission to pass has been obtained from the Port Trust and/or Customs Officers on duty at the gate and the driver thereof shall on demand produce for inspection the licence permitting the lorry or vehicle entry into the Dock.
- (v) No such motor vehicles will be allowed to remain within the Docks longer than shall, in the opinion of the Docks Manager, be necessary for the purpose of loading or unloading goods. Loitering and plying for hire is prohibited.
- (vi) No such motor vehicles shall fill their tanks with petrol or other fuel, within the Docks without a special permit from the Docks Manager.

- (vii) No such motor vehicles shall be driven along of upon any roads within the Docks at speeds exceeding 12 (twelve) miles per hour and upon wharves or quays at speeds exceeding 5 (five) miles per hour.
- (viii) No such motor vehicles shall be driven over any of the Docks entrance or communication bridges at speeds exceeding five miles per hour and shall not cross such bridges when axle weights are in excess of those shown on the respective notice boards erected at or near to those bridges.
- (ix) The licence granted to any vehicle under this By-law may be revoked by the Docks Manager at any time in his absolute discretion without being required to assign any reason whatsoever and no refund of the proportionate fees with respect to the unexpired portion of the period of the licence will be granted.
- (x)
  - (a) No mobile crane or fork lift licensed under this Bye-law shall handle any package or two or more packages at a time unless accompanied by a signaler in addition to the driver.
  - (b) The signaler shall ensure that the mobile crane or fork lift is operated at all times with due regard to the safety of all other persons and property.
- (xi) Any vehicle licensed under this Bye-law shall be admitted into the docks at the sole risk and responsibility of the licensee and the Trustees will accept no liability for any damage to any such vehicle or to any person driving or accompanying such vehicle howsoever caused and the driver attendant and licensee of such vehicle will be held jointly and severally responsible for any damage or injury caused to any person or property arising out of or in the course of the operation of such vehicle within dock limits.”

130.A. Motor vehicles for the conveyance of persons and their personal luggage (if any) shall not be driven along or upon any of the

roads wharves or quays within the Docks, except in accordance with the following conditions.

(i) Such motor vehicles shall conform in all respects to the Bombay Motor Vehicle Rules, 1959, as from time to time amended.

(ii) On ordinary working days, during working hours prescribed in Docks By-Law No.118, such motor vehicles will be permitted to use the following gates –

Princess Dock - Main (Red) Gate, Yellow Gate

Victoria Dock - Green Gate, Red Gate

Indira Dock - Main (Red) Gate, Blue Gate, Yellow Gate, White Gate, Green Gate.

(iii) On the sanctioned holidays enumerated in Docks By Law No.118, during non-working hours and at night between sunset and sunrise, such motor vehicles will be permitted to use the following gates only, unless provided with special passes for other gates by the Docks Manager –

Prince's Dock and - Main (Red) Gate

Victoria Dock

Indira Dock - Main (Red) Gate

(iv) Such motor vehicles, being motor vehicles adapted to carry more than nine persons including the driver, will only be allowed into the Docks with the special permission of the Docks Manager.

(v) Such motor vehicles will not be permitted upon the wharves fronting the Docks transit sheds or be permitted to



enter any warehouse, or shed or other building appertaining to the Docks.

- (vi) Such motor vehicles, shall not be left unattended except in such parking places as may from time to time be notified by the Docks Manager. Loitering and plying for hire is prohibited.
- (vii) Such motor vehicles, when entering or leaving the Docks shall stop at the Dock Gates until permission to pass has been obtained from Port Trust and/or Customs Officers on duty at the gate.
- (viii) No such motor vehicles will be allowed to remain within the Docks longer than shall, in the opinion of the Docks Manager be necessary for the purpose of conveying passengers to and from the Docks.
- (ix) No such motor vehicles shall fill their tanks with petrol or other fuel within the Docks without a special permit from the Docks Manager.
- (x) No such motor vehicles shall be driven along or upon any roads within the Docks at speeds exceeding 12(twelve) miles per hour and up on wharves or quays, at speeds exceeding 5 (five) miles per hour.
- (xi) No such motor vehicles shall be driven over any of the Docks entrance or communication bridges at speeds exceeding five miles per hour, and shall not cross such bridges when their axle weights are in excess of those shown on the respective notice boards erected at or near to those bridges.
- (xii) Any such motor vehicle admitted into or allowed in the Docks between sunset and sunrise shall be so admitted or allowed at the sole risk and responsibility of the owners thereof and Trustees will accept no responsibility for any damage to any motor vehicle or for any damage, injury or loss to the driver or to any passenger or passengers therein howsoever the same may be caused or sustained or may arise and every occupant of any such motor vehicle admitted into or allowed in the Docks between sunset and

sunrise, whether driver or passenger, must sign his name in a book kept for the purpose at the respective Gate Houses of the Main gates aforesaid agreeing that he is admitted into the Docks at his own risk.

131. Goods, imported or exported, in bulk and not packed e.g. manganese ore, old iron coal or coke and similar articles, shall only be permitted to be transported through the Docks in vehicles adequately fitted with bottom side; front and tail boards, the latter to be at least 18 inches in height. Every vehicle loaded with such goods shall before entering the Docks, be stopped at the Gate House of the Dock Gate at which it is sought to enter the Docks, to enable the Trustees' Officer on duty to see that the vehicle is fitted in accordance with the provisions of this By-law. All vehicles not so adequately fitted shall not be permitted to enter the Docks.

**Tail boards to be provided to vehicle carrying goods in bulk e.g. manganese, coal etc**

132. An enclosure may be made upon any wharf, pier quay or landing place within the Docks where passengers by sea, or troops or horses or other animals embark or land for the purpose of preventing the public from having access to the space used for the embarkation or landing of the passengers, troops or horses or other animals.

**Temporary enclosures may be erected on the quays etc.**

The Docks Manager shall subject to the directions of the Trustees, affix to such enclosure a notice which may be either temporary or permanent prohibiting on each occasion any persons other than passengers of troops or their servant or persons employed in the embarkation or landing or horses or other animals as the case may be of officials or licensed porters or employees of the Trustees from entering or remaining within the enclosure when passengers or troops or horses or other animals are embarking or landing

With respect to Fire Lights

133. Smoking and the use of any unprotected fire or light in any shed or warehouse within Dock is strictly prohibited and no person shall smoke or ignite Lucifer matches or other inflammable articles on any pier or quay or

**Smoking**

on board any vessel within Dock, except in such places as many be allotted for the purpose.

134. (1) Fires of coal, charcoal or coke may be used on board vessels in Dock between 5.30 a.m. (S.T.) and 9.30 p.m. (ST) Fires for donkey engines. Steam winches and portable forges are also permitted during working hours and for ship's engines for a reasonable period before vessels leave and after vessels are berthed in the Dock. The Dock Master may notwithstanding anything herein contained prohibit the use of any fire on any vessel if in his opinion such fire is likely to endanger human life or any goods, property or vessel in the Docks.

**Use of fires on board vessels.**

(2) The lighting of fires is entirely prohibited on board any boat, barge or country-craft carrying explosive or inflammable goods, the admission of which into Dock is governed by the provisions of Docks By laws Nos. 104,105 and 106 or carrying cotton bales.

**Lighting of fires on boat, country craft, etc. carrying inflammable goods**

135. All lights whether oil lamps or candles, used on board vessels in Docks with the following exception, shall be in globes or secured lanterns. Naked lights may be used only in the engines and boilers of vessels whilst under inspection and repair or in duties connected therewith.

**Use of lights on board vessels.**

136. At least one person on board a vessel shall be specially charged with the care of any fire or light and no such fire or light shall be left or used in so rash, careless or negligent a manner as to risk or danger the safety of or to ignite any goods, property or vessels in Docks.

**Charge of fires and light on board vessels.**

137. All applications for special permission to use fires on board any vessel in Dock at any other than the prescribed hours shall be made in writing to the Dock Master before 5.30p.m. (S.T.), and shall specify the circumstances under which the request is made, if granted the application after having been endorsed by the Dock Master shall be retained on board by the person charged with care of the fire, and shall be exhibited to the Dock and Police officials whenever demanded, and shall be returned to the Dock Master by 10.30 a.m. (S.T.) on the following day.

**Use of fires on board vessels under special circumstances.**

138. Vessels in Dock and all parts thereof shall be held and made free and accessible to Dock and Police Officials for inspection purposes in regard to fires and lights whenever demanded, and no person shall disobey, any order of any Police Officer or watchman for extinguishing any fire or light used in contravention of these By-laws.

**Accessibility of vessels to Dock and Police officials.**

APPENDIX 'A'

Transporting Certificate for Dock Entry

Mumbai \_\_\_\_\_19

TO BE FILLED BY THE MASTER

1. Certified that Mr. \_\_\_\_\_ piloted the s.s./m.v./m.t. \_\_\_\_\_ from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_, under her own steam \_\_\_\_\_ Tugs used \_\_\_\_\_ Pilot boarded at \_\_\_\_\_ hrs. and left at \_\_\_\_\_ hrs.

Draft : Forward \_\_\_\_\_ Aft \_\_\_\_\_

Remarks:

2. Certified that there are no explosives and/or hazardous goods on board, the admission of which into the docks is prohibited.

3. Also certified that the vessel is free of dangerous vapour and the vapour free certificate required by the Docks By-law No.15 A has been obtained and produced to the Pilot.

OR

Also certified that the vessel is entering the docks for the purpose of hull painting and examination only and has not carried any petroleum products the flash point of which is below 150 F since the last vapour free certificate was obtained, and that the tanks have been properly cleaned out.

\_\_\_\_\_  
MASTER

TO BE FILLED BY THE PILOT :

Certified that Vapour free certificate No. \_\_\_\_\_ dated

\_\_\_\_\_ issued by \_\_\_\_\_ has been produced to me.

\_\_\_\_\_  
PILOT

Date : \_\_\_\_\_

\_\_\_\_\_  
N. B. To be deleted in the case of vessels other than bulk-oil tankers.

## APPENDIX B

### Leaving Permit

Indira  
Victoria  
Prince's

} Dock

Please note.

The S.S. \_\_\_\_\_ should be ready to leave her berth at \_\_\_\_\_ of the \_\_\_\_\_

Date : \_\_\_\_\_ 19

DOCK MASTER

This time is subject to alteration to meet the working of the Dock.

## .APPENDIX 'C'

The following list of dangerous, explosive and inflammable substances, which, under By -Law No.104, are not admitted into Dock or alongside the Harbour Walls of the Dock, is circulated for the information of Masters and Owners of Vessels and of the Trustees' Officers

A.2 Monobel	Camberite No.2
Accetylene	Camphorated gelatine
Acetone (methyl) acetone*	Candles, smoke, ground Mark II
Alumatol	Cannonite
Amatol	Carbide of Calcium
Amberite No. 1	Carbo gelatine
Amberite No. 2	Carbonites

Ammonal	Cartridges for small arms which are not safety cartridges.
Ammonite	Cartridges, and charges for cannon shells, mines blasting, etc
Ammunition	Cartridges, signal
Amvis	Chilworth smokeless powder No.2
Ardeer gelignite	Chilworth special powder
Arkite	Chlorate barium
Ballistite	Chlorate mixtures
Bellite	Chloride and iodide of nitrogen
Benzene	Collodion
Benzine (petrol)	Collodion Cotton
Benzol	Coopal's powder
Benzole	Cordite
Bisulphide of Carbon	Cordite, M.D.
Blasting Metagnite	Dahmenite A.
Blasting Amberite	Detonators
Blasting Gelatine	Di-flamy
Bombs, filled	Di-nitro-phenol, dry
C.L. Powder	Di-sulphide of carbon or carbon bisulphide
Calcium Phosphite	Dynamite
Calcium Phosphite	Dynobel expert No.3

Dynobel No. 3 and No.4	Gasoline
Dynobel No.2	Gathurst powders
E.C. Powdet Company's rifle powder "J.B. Patent"	Gelatine dynamite
E.C. sporting powder	Gelatine primers
Economic smokeless sporting powder	Gelignites
Electric detenators	Greeners powder
Electric fuses	Grenades hand-filled
Electric primers	Grenades, hand or rifle filled
Electronite No.1	Grenades, rifle-filled
Electronite No.2	Guncotton, dry in form primers
Eley smokeless sporting powder	Guncotton, wet
Emerald powder	Guncotton, yarn
Empire powder	Gunpowder
Farmers dynamite	Ideal powder
Faversham Powder	Igniters safety fuse
Filled shells	Imperial schultze gunpowder
Films – scrap or waste of nitrate base	Instantaneous fuse
Flare parachute	Kynite
Fortis explosive no. 1	Kynock's smokeless sporting powder
Fortis explosive No.2	Light load smokeless
Fortisine	Light signals
Frankite	Lightning powder
Friction tubes	Litho fracteur
Fulmen powder	Lyddite
Fulminate of mercury	Matagnite gelatine
Fulminates	Methyl alccoahal (C.P. Methanol)
Fuse lighters	Methyls acetone of M. Pyroacetic spirit

Motor car spirit	Pigeon's sporting smokeless powder
Military electric tubes	Piorates
Monobel No.1	Port fires
Motor spirit	Potentite
N.S. smokeless – Naptha	Power alcohol mixture
Naphtha mineral	Prembrite
Negro Powder No.2	Quick firing ammunition
Neonite	Quick match
Nitrate of diazo-benzol	Railway flare lights*
Nitrated guncotton	Relays for bombs
Nitro-glycerine	Remington dense powder
Nobel ardeer powder	Rexite
Nobel's special powder	Rifle guncotton
Normal smokeless powder	Rifleite
Normal sporting powder	Riplene
Oare powder	Rockets, war
Oarite	Roslyn blastite
Oxalate blasting powder	Roslyn smokeless powder
Petrol (benzine)	Rouburite
Petroleum ether	Ruby powder
Phosphine	Samsonite
Phosphorus	Sawdust and guncotton powder
Phosphorus Amorphous*	Schultze blasting powder
Phosphorus Sulphite *	Schultze cube powder
Picric acid	Schultze gun powder
Picric powder	Shells and torpedoes containing explosives
Pigeon's military smokeless powder	Shells, filled and fuzed



Signals, motor smoke	Tubes for firing explosives
Smoke balls	Vapourising oil or power kerosene (including powerine with a flash point below 70 F.
Smokeless blasting powder	Victor powder No.2
Smokeless diamond	Viking (Export) No.1
Smokeless powder	Viking (Export) No.2
Starshells	Viking powder No.1
Stonite	Viking powder No.2
Stowmarket powder	Von forester's smokeless powder
Stowmarket smokeless	Walsrobe powder
Terebine or sundryers	War rockets
Tonite or cotton powder	Westfalite No.1
Tonites	Westfalite No.2
Trinitro Tulnol (Terotyl)	Xyloidine or nitrostarch, also called Pyroxyline.
Troisdorf smokeless powder	

#### APPENDIX D

Manufactured fireworks as defined in Division 2 of Class No.7 of Schedule I of the Explosives Rules, 1940 are excluded from the operation of By-law 104 :-

Aluminium Matches	Magic Candles
Aluminium Torches	Magic Wire
Brilliant Star Matches	Magnesium Torches
Chinese Crackers	Meteor Matches
Coloured Fire	Silbera Sparklers
Electric Sparkler Candles	Star Matches
Firework composition	Throwdons
Golda sparkers	Wonder Candles

APPENDIX E  
FORM OF GENERAL GUARANTEE

To  
THE TRUSTEES OF THE PORT OF BOMBAY

We \_\_\_\_\_ being owners **Owners**  
Agents of the Owners  
Of the SS \_\_\_\_\_ do hereby declare and  
Line of Steamship known as  
Warrant that in terms of bunking contract(s) for the said  
s.s. \_\_\_\_\_ the oil Suppliers have been and  
Line of Steamship  
Are bound to supply to the said S.S. \_\_\_\_\_ fuel oil  
Line of steamship  
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 contract(s) has  
been utilized for bunkering the said Ship  
Line of steamship

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

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 19

APPENDIX F

Specification for Barges to carry fuel flashing above 150 F  
(Abel's close test)

No petroleum barge fitted with a tank or tanks will be approved  
and licensed by the proper authority except its construction be in  
accordance with the following specification.

- (a) Self-propelled barge
- (b) Towed or dumb barge

Self - propelled barge

The maximum carrying capacity of a barge built under (a) for inland or harbour purposes shall not exceed 500 tons.

For all carrying capacities above 150 tons the barge shall be divided into seven separate compartments when the motive power consists of an internal combustion engine, and eight when driven by steam. In the case of barges of 150 tons and under, the number of separate tanks, may be limited to two pairs.

**Compartments**

For Internal Combustion Engine	For Steam Engine
1. Fore peak	1. Fore peak
2. Store room	2. Store room
3. 4, 5 tanks in pairs	3. 4, 5 tanks in pairs
6. Motor Space	6. Cofferdam
7. After peak	7. Engine and Boiler Space
	8. After peak.

Each tank shall be divided into two separate compartments with a centerline oil tight bulk head. Gas tight hatches of net less than 16 square feet shall be provided for easy access to each compartment. A similar hatch shall be provided for easy access to the store room. In the case of the fore hold and after peak 2'6" diam. manholes shall be provided. The hatches may be either of square or circular shape and their construction should be such design as may be approved by the Officer appointed for surveying such barges under the provisions of Section 6 of the Indian Ports Act(XV of 1908).

**Docks**

A skylight 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.

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

Bollards shall be fitted at convenient places along the deck.

**Cargo Pump**

The pump for discharging the cargo shall be situated under the bridge and shall be either centrifugal or gear driven plunger type. In the case of a steam propelled barge the pump may be driven by steam.

Unless a separate power unit is provided for driving the gear driven pump, the pump must be arranged in such a way for easy connection to the main motor engine. The pump must be of an approved make but may be of any capacity and must be provided with a spring loaded relief valve on the discharge side of the pump the valve to have an area of at least 60 percent of the discharge pipe and adjusted to relieve at a pressure of \_\_\_\_ lbs per square inch connected by a pipe back to the tanks.

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. The discharge pipe shall be fitted on deck and carried amidships with both port and starboard discharge. A by-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.

### **Pipe**

Whether internal combustion or steam shall be of an approved type, and sufficient in power to propel the barge at not less than 7 knots.

### **Engine**

The hull shall be constructed of steel in accordance with the latest engineering practice to Lloyd's requirements for scantlings on the transverse system of framing, of the flush deck type with motor casing and deck house aft. All riveting shall be double. Suitable web frames, side stringers and side keelsons shall be fitted in the tanks and engine room space. For all information regarding constructional details, please see standard specification.

### **Construction**

Towed or Dumb barge

The maximum carrying capacity for a barge built under (b) for inland or harbour purposes shall not exceed 500 tons.

For all carrying capacities above 150 tons, the barge shall be divided into six compartments. In the case of a barge of 150 tons or under, the number of separate tanks may be limited to two.

#### **Consignments**

1. Chain locker or fore peak
2. Hold or store room.
3. 4. 5. Tanks in pairs
4. Cargo pump and/or boiler space.

Each tank shall be divided into two separate compartments by a center line bulk head. If steam used for discharging the cargo is derived from boiler on board a coffer-dam must be arranged between No.5 and 6 making 7 compartments in all.

Gas light hatches of not less than 16 square feet shall be provided for easy access to each separate compartment. A similar hatch shall be provided for easy access to the fore hold or store room. A manhole of not less than 2'6" shall be provided for the chain locker or fore peak. The hatches may be either of square or circular shape and their construction should be of such design as may be approved by the Officer appointed for surveying such barges under the provisions of Section 6 of the Indian Ports Act(XV of 1908).

#### **Decks**

A skylight of ample area shall be provided above the cargo pump space. Access to the pump room shall be made through a deck manhole aft the steering wheel.

Bollards shall be fitted at convenient places along the deck.

The pump for discharging the cargo shall be situated in the space provided in the after part of the barge and shall be either centrifugal, gear driven, plunger type or steam.

#### **Cargo Pumps**

Pipes shall be arranged as in the case of (a)

#### **Pipes**

The hull shall be constructed as in the case of (a) and in **Construction** accordance with standard specification.

## APPENDIX J

Aconite	Arsenic, Arsenic yellow, red arsenic, copper arsenite, copper acetoarsenite (paris green)
Alkaloids, Poisonous and their salts	Arsenicals (all compounds containing Arsenic to such proportion as to make it toxic)
Alpha-naphthylthiourea	Arsentic Dust (Arsenical Fluo Dust)
Ammonia, except substances containing less than 5 p.c. weight of ammonia and except when contained in smelling salt.	Ascellerene, Ammonium Bifiuride, Ammonium Flurido
Ammonium Piorate-wet containing not less than 33 1/3 % of wet weight.	Barium Arsenite
Aniline (Aniline Oil, Phenylaminine, Aminobenzene	Barium Carbonate
Aniline Dydrochloride (Aniline Chloride, Aniline Salt)	Barium Chloride
Antimony Lactac	Barium Compounds not otherwise specified excluding Barium Sulphates
Antimony Oxide	Barium Cynacide
Antimony Potassium Tartarate (Tartar Emetic)	Barium, Salts of, except Barium Sulphate
Antimony Sulphide	Belladonna and all preparations and admixtures containing Belladonna except Belladonna plasters and substances containing less than 0.15 p.c. of the alkaloids of Belladonna calculated as Hysoscyanine
Antimony, compounds of antimony both organic & inorganic.	Benzene Hexachloride
Arsenic Acid, Liquid	Beryllium Compounds
Arsenic Acid, solid	Bleaching Powder
Arsenic Bioxide (WhiteArsenic)	Bromine, Bromine solutions
Arsenic Bromide	Brucine
Arsenic Compounds, Liquid not otherwise specified including Arsenates, Arsenites, Sulphides and Organic Compounds of Arsenic	Cacodylic Acid(Dimothylarsinic Acid)
Arsenic Compounds, Solid not otherwise specified including Arsenates, Arsenites, Sulphides and Organic Compounds of Arsenic	Calcium arsenate, calcium arsenite, copper arsenate,sodium arsenate, potassium arsenite, sodium arsenite, sodium thioarsanete, arsnical solution and acid solution of arsenic
Arsenic Metal	Calcium Azido solution not exceeding 20%
Arsenic Pentoxide	Calcium Cyanide

Arsenic Trichloride (Arsenic Chloride, Arsenious Chloride, Canotic Oil of Arsenic Fuming Liquid Arsenic	Calcium Hypochlorite
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Cannabis Indica	Dimethyl Sulphate (Methyl sulphate)
CarbonTetrachloride	Di-Nitro-Auiline
Chloroform, except substances containing less than 10% of chloroform	Di-Nitro-Benzel
Chloro-nitrobenzene(ortho-chloronitrobenzene, meta-chloronitrebenzene)	Dinitrobenzenes (e.g. Metadinitrobenzene)
Chloro-ortho toluidine	Di-Nitro-Chloro Benzol
Chloropiorin	Dinitrocrespl, their compounds with a metal or base
Chloropiorin (Trichloronitromethane)	Dinitronaphthols, dinitrophenols substituted dinitrophenols & dinitnothymols
Chloropodinitrobenzene (Dintrochlorobenzene)	Di-Nitro-ortho-cresolate
Chrysophanic acid	Di-Nitro-Ortho-phenol
Cloro-dinitrobenzene	Di-Nitro-ortho-phenolate
Cobalt Acetate	Di-Nitro-Resorcinol
Cocaulus indicis (kakamari)	Dinitrotoluenes
Copper Cyanide	Dinitrotoluenes. Liquid
Creosote, except substances containing less than 50% weight in weight of creosote	Dinosam, its compounds _____ a metal or base.
Croton, oil & seeds if Cupric acetate (Verdigris)	Dinosam, its compounds with a metal or base
Cyanide of Potassium Cyanide of sodium & cyanide of calcium Hydrogen cyanide & liquid Hydra cyanic acid.	Dinoseb, its compounds with a metal or base
Cyanides, not otherwise specified, not including Ferricyanuides & Ferrocyanides	Disinfectants if containing a substantial proportion of poisonous substances according to the harzard of the active constituent)
Datura, seeds of leaves of (strammonium) all preparations and admixtures containing datua-except substances containing less than 0.15 per cent of the alkaloids of Datura calculated as Hyodoyamine)	D-nitro-ortho-cresol
Dichloromethane(Methylance chloride)	Endrin
Diethyl Sulphate (Ethyl sulphate)	Ergot(the sclerotia of any species or claviceps)
Digitaclis Folia	Ethoxy Ethyl Mercury chloride

Ethoxy Mercury Phosphate	Mercuric Nitrate
Ethyl Mercury chloride	Mercuric sulphocyanide
Formaldehyale, except substances containing less than 5.p.c. weight in weight of formaldehrda	Mercurous Nitrate
Formic acid, Folidol	Mercurous Sulphate
Fungicides (according to the hazard of the active constituent)	Mercury
Glydote	Mercury Acetate
Haleganated irritating liquid substances (i.e. Methyl Bromoacetone)	Mercury Ammonium Chloride
Heptachlor	Mercury Benzoate
Hydrocyanic acid except substances containing less than 0.1 p.c. weight in weight of Hydrochloric Acid	Mercury Bisulphate
Hydrocyanic acid except substances containing less than 9 p.c. weight in weight of Hydrochloric Acid	Mercury Bromide
Hydrocyanic Acid solutions not exceeding 4 p.c. of Hydrocyanicacid by weight Hydrogen cyanide. Anhydrons, stabilized (Hydrocyanic Acid, prussic acid)	Mercury cleate
Hydrofluoric acid, potassium fluoride, sodium fluoride sodium silicofluoride	Mercury compounds not otherwise specified excepting Mercurous Chloride
Hyoscyamus (Henbane or Khurasani Ajvayan) leaves	Mercury Cyanide
Insecticides, Solid under compressed Gas or liquid having a flash point over 65.6' C	Mercury Gluconate
Lead Aceate, compounds of lead with acids from fixed oils.	Mercury Nucleate (Mercuriol)
Lead Arsenate	Mercury Oxeyanide
Lead Arsenite	Mercury Oxide
Lead Cyanide	Mercury Potassium Iodide (except substances containing less than 2 p.c. weight in weight of mercuric iodide)
Lead tetra Ethyl	Mercury Salicyalate
Marketing Nut (fruit of Simicarpus anacardium also known as Bhilawa)	Mercury Sulphate
Mercuric chloride sublimae, Mercury Bichloride	Mercury Thiooyanate
Mercuric Iodite, except substances containing less than 2 p.c. weight of mercuric odide	Mercury, organic compounds of except substances containing less than the equivalent of 0.20 p.c. in weight of mercury (HG)

Methanol	Opium, all preparations and admixtures containing opium except substances containing less than 0.2 p.c of morphine calculated as anhydrous morphine.
Methyl Bromide	Ortho Toluidine
Mirbane Oil	Oxalic Acid, Sodium Oxalate, Potassium Oxalate, Ammonium oxalate and other metallic oxalates
Motor Fuel Anti-knock compounds(Ethyl Fluid)	Oxalic Salts
M-Phynylenediamine (Metaphenylenedianine)	Para-Nitro Phenol
Naphtylurea	Para-Nitro sodimethylaniline
Natrium Arsenite	Parathien and mixtures, solid, liquid or under compressed gas (Diethyl-p-nitro-phenylthiophosphates)
Neozone	P-Dichlorobenzene
Nickel Cyanide	Pentachloroethane, pentachloro phenol
Nicotine	Perchloroethylene
Nicotine compounds and preparations thereof, not otherwise specified.	Phenol(any member of the series of phenols of which the first member is phenol and of which the melocular composition varies from member to member by one atom of carbon and two atoms of hydrogen) except substances containing less than 60 p.c. wt. In wt.of phenol compounds of phenol with a metal except substances containing less than the equivalent of 60 p.c. wt. in wt. of phenol
Nicotine Salicylate	Phenyl Hydranine
Nicotine Sulphate, solid or in solution	Phenyl Mercury Acetate
Nicotine Tartarate	Phenyl Mercury Chloride
Nitric Acide, except substances containing less than 1 p.o. weight in wt of Nitric Acid	Phenyl Mercury Urea
Nitro so dimethyl aniline	Phenylene diamines, toluene dismines, other alkylated benzene diamines their salts.
Nitroaniline (paranitroaniline)	Pherylonediamine
Nitrobenzene (Nitrobenzol, Mirabane Oil)	Phosgine
Nitrophenols (ortho, meta or para)	Phosphorus compounds the following : Demeton, metnyl demeton, Hexa-cyhyltetra Phosphate (HFTP)
Nitrotoluene (other-para-nitrotoluene)	Phosphorus Yellow
Nux Vomica seeds of preparations or admixtures containing Nux Vomica except substances containing less than 0.2 p.c. wt.	Pictic acid

In wt. Of alkaloids of Nux Vomica	
O-Dichlerobenzene	Poppy all preparations of except and poppy petals

Potassium Bifluoride	Sodium Hypochloride
Potassium Arsenate	Sodium Monofluoro-Acetate
Potassium Arsenite	Sodium Nitrite
Potassium Cuprocyanide	Sodium Penta Chlorophente
Potassium Cyanide	Sodium Penta Chlorophenyl
Potassium Fluoride	Sodium silico fluoride
Potassium Hydroxide, except substances containing less than 12 p.c. wt. in wt. Of potassium hydroxide	Strammomium
Potassium Hypo Chloride	Sulphur dioxide
Pyro Gallic acid	Sulphuric Acid, Except substances containing less than 9 per cent weight in weight of Sulphuric Acid
Red Lead (Lead Oxide Red)	Tartar Emetic; except preparations containing less than 1 per cent of tartar emetic
Rodenticides	Tear Gas
Santobrite Neutral Powder	Tetra ethylpyro phosphate
Sheep Dips (According to the chief Hazardous Constituent)	Tetrachloroethane(cetylene Tetrachloride)
Silver Cyanide	Tetraethyl Lead
Sodium Azide	Tetraethyl Lead (Lead Tetraethyl)
Sodium Arsenite	Tetraethylpyrophosphate (TEPP) ethyl pyrophosphorothionate U.O. (sulfatepp) octamethylphosphorodiamidie anhydride (MPA or Sehradane), parathion, methyl parathion
Sodium bifluoride	Thallium sulphate
Sodium Cyanide	Thallium, salts of
Sodium di-nitro ortho acetate	Thio glycolic acid
Sodium fluoride	Titanium potassium fluoride
Sodium hydroxide	Toluylenediamine
Sodium Hydroxide, except substances containing less than 12 percent weight in weight of Sodium Hydroxide	Trichloroethylene

Trilene	White Lead (Lead Carbonate)
Tri-nitrophenyl	Xylidine
Triorthocresyl phosphate	Xylylbromide
Tuallium Compounds	Zinc Chloride
Warfarin	Zinc Cyanide
Westron	Zinc phosphids
Westrosol	

TI/dbl

