

For intermediate lengths between 20 and 80 feet, the height of freeboard shall be in proportion.

(b) In measuring freeboard the height of side above water level shall be measured on both sides and the mean height taken, no person being allowed to move about during the process to change the vessel's trim.

(c) The load line mark (-O-) not less than 9 inches in length shall be painted on each side of the vessel.

NOTE:—This will not apply to existing vessels.

29. *Freeboard of other vessels.*—No vessel other than steam vessels carrying cargo shall be navigated in the canals unless it has a freeboard of at least twelve inches, and no vessel other than steam vessels carrying passengers shall be so navigated unless it has a freeboard of at least 15 inches. The freeboard shall be measured from the water's edge to the top of the gunwale when the vessel has no deck and to the upper side of the plank of the deck when the vessel has a deck.

30. *Persons in charge of vessels to assist at inspections.*—When required to do so by a Canal Officer or an Inspector, Stipendiary Magistrate, or Police Officer not below the rank of an Inspector, every person in charge of a vessel shall assist such officers in their inspections, and shall make a true statement of the number of passengers and the nature of the cargo on board or furnish any other particulars that they may require.

31. *Maximum number of passengers.*—The maximum number of passengers to be allowed shall be regulated by the clear area of the space available or the seating accommodation as the case may be. "Clear area" means the space available after all encumbrances such as hatchways, companion skylights, steering wheel, steering gear, windless pathways and space for anchor and chains, etc., are deducted.

32. *Care and management of vessels.*—No vessel shall navigate without one person at least on board competent to steer and manage her and acquainted with the rules regulating the navigation of the vessel. No vessel shall tie up or be left without a competent person on board to take charge of her.

33. *Navigation routes.*—All vessels shall follow the definite routes or demarcated lines of navigation or waterways wherever they exist. They shall, under no circumstances, cut across portions marked out or intended or used for reclamation or cultivation or fishing or other purposes.

(a) The plying of vessels on any public canal may be prohibited temporarily by the prescribed authority by previous notification in the Government Gazette or otherwise.

34. *Keeping of sides.*—Vessels passing through the public canals shall keep to the left side, that is to say, vessels going north shall keep to the west and vessels going south shall keep to the east side of the canals.

¹. Inserted by notification No. D. Dis. 5924/57/PW, dated 17-7-1957.

NOTE:—1. When within Cochin Harbour limits the regulation for preventing collisions at sea issued under the Merchant Shipping Acts are to be complied with.

NOTE:—2. The Cochin Harbour limits are described as follows:—"From a point on the Ernakulam shore due east of the southernmost point of Venduruthy Island in a direct line to a point half a mile due south of the southernmost point of Venduruthy Island. Thence in a straight line to a point on the Mattancherry shore due west of the southernmost point of Venduruthy Island, thence in a northerly direction along the Mattancherry shore until the ten degrees north latitude, thence along the line of ten degrees north latitude as far as the Ernakulam shore thence in a southerly direction along the Ernakulam shore to the point first mentioned.

In the above statement shore means the high water mark of spring tides.

35. *Passing of vessels.*—When one vessel overtakes and passes another, the overtaking vessel shall pass outside, that is, to the right of the overtaken vessel, which shall keep as far to the left as possible to give room.

36. *Sails when to be lowered.*—(a) All vessels under sail shall lower their sails when passing through locks, bridges, flood gates or tunnel.

(b) In open water, a steam vessel shall keep out of the way of a vessel under sail.

37. *Speed of steam vessel.*—The speed of steam vessels passing through tunnels shall not exceed two miles an hour. Vallams and rowboats shall be drawn through by means of tow ropes. Neither oar nor poles are to be used in the tunnels.

38. *Mooring of vessels.*—No vessel shall moor, load or unload cargo or ship or land passengers within the limits prohibited by notice boards, at any lock or masonry work other than the quays or wharves specially provided for the purpose. Vessels when moored shall strike or lower masts and shall be made fast stem and stern to the bank in a single line. Rafts when moored shall be securely fastened at both ends to the canal bank so as not to obstruct navigation.

39. *Mooring of rafts.*—Rafts of timber or bamboos shall not be allowed to remain moored in a canal for more than two days. They may be moored indefinitely in a wide backwater or river; provided that they do not, in the opinion of the Canal Officer, obstruct the waterway or interfere with the free passage of other traffic. [R. Dis. 11370/51/PWC. 28th May 1953.]

40. A vessel licensed to carry passengers may also carry cargo in compartments separately reserved for the purpose and not exceeding 1/3 of the passenger capacity of the boat, every 10 cft. of cargo by volume or

every 140 lb. of cargo by weight whichever is greater being considered as equivalent to one passenger; but the total number of passengers so calculated and the passengers actually carried shall not exceed the number of passengers which the boat is licensed to carry. The master of the boat should furnish for the purpose of verification the details regarding the weight, dimensions and description of the cargo loaded therein. No passenger vessel shall carry cargo such as fish, manure, bones, skins or other articles which, in the opinion of the Canal Officer, are offensive and dangerous.

(G.O. Ms. 271/61/PW. CC2/8506/60/PW., dated 30th January 1967)

41 *Lights.*—¹ (1) Vessels using any of the public canals shall, between sunset and sunrise, exhibit the following lights :—

Vessels	When moving	When moored
Steam or Motor	<p>(a) On the starboard side a green light so constructed as to show an unbroken light over an arc of 10 points of the compass, or 112½ degrees, from right ahead to two points abaft the beam on the starboard side.</p> <p>(b) On the portside a red light so constructed as to show an unbroken light over an arc of 10 points of the compass, or 112½ degrees, from right ahead to two points abaft the beam on the Port side. (Left side) The above lights to be fitted within board screens so as to prevent the lights being seen across the bow.</p> <p>(c) A white light so constructed as to show an unbroken light over an arc of 20 points of the compass, or 225 degrees from two points abaft the beam on the one side ahead to two points abaft the beam on the other. The white light to be carried forward of, and at a higher level than, the coloured side lights of not less than 2 feet.</p>	<p>One clear white light at not less than 4 ft. above the water level and so placed that it shall be visible fore and aft.</p>

Vessels	When moving	When moored
	<p>(d) Small vessels of 20 ft. in length and less may carry a combined lantern fitted with a green glass on the one side and a red glass on the other, so arranged that the green light may not be seen on the Port side nor the red light on the starboard side. The combined lantern shall be carried beneath the white light.</p>	
All other vessels	<p>One clear white light with a glass not less than 3" diameter attached to the right side forward, so that it may clearly be visible to boats coming in the opposite direction.</p>	
Rafts	<p>One clear white light at each end. Vessels using acetyline or other lights of high power head lights shall be provided with special arrangements for shrouding the light and shall shroud the light when approaching or meeting other vessels.</p>	<p>One clear white light at each end.</p>

(2) Approved navigation lights as per the ports standard (detailed below shall be provided in all vessels plying or destined to ply in the Cochin Port area.

¹ *Details of navigation lights as per the ports standard. Lights to be exhibited by motor launches and ferries, etc. when under weigh and not engaged in towing.*—

(a) In the fore-part of the vessel above the side lights and where it can best be seen a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points on each side of the vessel viz., from right ahead to two points abaft the beam on either side and to be visible at a distance of 2 miles.

(b) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass so fixed as to throw the light from right ahead to 2 points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least one mile.

¹ Inserted by G. O. Ms. 271/61/PW., dated 23rd June 1961.

(c) On the port side a red light so constructed and fixed as at (b) and visible at a distance of at least one mile.

(d) The red and green lights shall be fitted within board screens projecting at least 3 feet from the light so as to prevent these lights from being seen across the bow.

NOTES:—(1) Instead of the separate red and green side lights referred to in (b) and (c) above a combined lantern may be carried, provided it is fixed in proper position. This option will be allowed to motor launch not exceeding 30 feet in length.

(2) One point of the compass is equivalent to $11\frac{1}{4}$ degrees of arc.

Towage lights.—When towing other vessels a tug or harbour craft shall, in addition to red and green side lights, exhibit two white lights in a vertical line one above the other and not less than three feet apart. Each of these lights shall be of the same construction and characteristic and shall be carried in the same position as the white light referred to in (a).

Stern light.—At the stern of the vessel as nearly as practicable on the same level as the side lights, another bright light as on the mast, is to be exhibited so fitted and screened that it shall throw an unbroken light over an arc of the horizon of 12 points of the compass *viz.*, for 6 points from right abaft on each side of the vessel.

Anchor light.—A vessel at anchor shall exhibit forward where it can best be seen a white light in a lantern of such a character as to be visible around the horizon at a distance of one mile.

Size of navigation lights for vessels between 20 and 60 tons side lights (green and red).

	<i>Inside measurements</i>
Lantern	Height 6 inches
	Length 5 „
	Breadth „
Lens	Height $3\frac{1}{4}$ „
	Radius $2\frac{1}{2}$ „
	Arc $112\frac{1}{2}^\circ$ „
	$\frac{3}{4}$ „, wick single vertical mast light (white) same as above with arc of lens 225°

NOTE:—This rule shall come into force from 1st April 1965.

42. *Navigation of rafts.*—The prescribed authority may, with the sanction of Government issue instructions limiting the dimensions or prohibiting the navigation of rafts in any public canal or backwater as he may think fit.

Miscellaneous

43. *Prosecutions.*—All prosecutions under the Act shall be instituted with the sanction of the prescribed authority or the Division Peishkar of the Division in which the offence was committed.

44. *Powers of Canal Officers.*—The Executive Engineer or any other Canal Officer not below the rank of a Supervisor is hereby empowered to exercise the powers described in section 76 of the Regulation.

45. *Powers of the Officers.*—Canal Officers not below the grade of Supervisors, a Stipendiary Magistrate or a Police Officer not below the rank of an Inspector may, under section 81 of the Act without a warrant, arrest any person reasonably suspected of having committed an offence under the Act, if such person refuses to give details of his name and residence or gives a name which there is reason to believe to be false or if there is reason to believe he will abscond.

46. *Disposal of confiscated Articles.*—The Canal Officer may sell in auction or dispose of otherwise, as he may deem fit any vessel, timber logs, trees or other articles or things confiscated or seized in accordance with the provisions of the Public Canals and Public Ferries Act or any of the said description of vessels, articles or things which may be found derelict or sunk in any navigable canals or waterways the owner of which has not been ascertained after due enquiry.

47. (1) *Marks and figures to be painted on vessels.*—The owners of vessels other than rafts shall, at their own expense have the following figures and marks painted clearly and conspicuously on their vessels in accordance with the instructions of the Executive Engineer or other Canal Officer, before using them on any of the Canals and they shall be responsible that those marks and figures are not defaced or obliterated:—

(a) The number of the licence or certificate of registration as the case may be, and the year in which it is granted. ✓

(b) The tonnage of the vessel to be similarly painted on each side of the stern post above load line. ✓

(c) The number of passengers which the vessel is licenced to carry, to be painted on the stern of each such vessel or on the after part on the cabin with the letter P, prefixed.

(d) The load line for a length of 3 ft. and amidships on both sides.

(e) Gauges in feet and tenth with figures indicating feet and half feet to be painted on both ends of the vessels to enable their actual draft to be readily ascertained at any time.

(2) These numbers and letters shall be in English and shall be painted in black on a white ground or in white on a black ground. Each numeral or letter shall be not less nor more than 4 inches long and half an inch wide.

48. *Interference with locks, etc.*—(a) No person, unless authorised, shall interfere with the locks or any part of their machinery or with any of the lighting signal or other appliances for the working of the canal system

(b) If any vessel or rafts fouls any lock gates, lock masonry, etc., and thereby causes damage thereto, the Canal Officer shall assess the amount of damage so caused. A notice specifying the amount of damage and demanding its payment shall be served on the master or owner of the vessel or raft and a copy of it sent simultaneously to the Subdivisional Officer. Within one week of the service of the notice of demand the amount shall be paid. It shall be lawful for the Canal Officer to seize the vessel or raft immediately the damage has been caused, and detain it until the amount is paid, the responsibility for safeguarding the contents of the vessel or raft resting solely with the owner thereof; and if within three days after the expiry of the week fixed for payment specified in the notice the amount together with the cost of seizure or detention is not paid, the vessel or raft shall be sold with the approval of the Executive Engineer and out of the sale proceeds the Canal Officer shall pay to the credit of Government the amount of damage, cost of seizure, detention and sale, rendering to the owner the overplus, if any on demand.

In case where the vessel is carrying passengers or perishable cargo a permit shall be issued for the vessel to proceed to its destination.

49. *Place and time of repairs of vessel.*—No vessel shall be repaired in any canal or on canal bank without the written permission of the Canal Officer. The repairs shall be made at the place and during the time named in the written permission and at no other place or time. If the repairs are of an extensive nature a charge may be made for the rent of the site or land on which the repairs are executed. The owner of the vessel shall remove from the Canal or canal bank all surplus materials used for such repairs within fifteen days after the repairs are completed. In the event of his failing to do so, such materials shall be removed by the Canal Officer at the expense of the owner of the vessel.

50. *Tampering with licence or certificate.*—If any licence or certificate is found to have been altered or tampered with in any way, it shall be liable to cancellation besides the owner and persons in charge of the vessel being dealt with criminally for the offence under the regulation.

51. *Vessels carrying Petroleum.*—Notwithstanding anything contained in these Rules:—

(a) No vessel carrying petroleum in bulk on any canal shall be tied up within a quarter of a mile of any lock or wharf or within any other limits which may, from time to time, be fixed by the Executive Engineer, such limits being indicated by red posts.

(d) From sunset to sunrise, guarded red lights of approved pattern shall be displayed on the bow and stern of a vessel carrying petroleum in bulk on a canal and on that side of the vessel on which other vessels may pass it.

(c) A vessel carrying petroleum in bulk on a Canal shall not enter a lock with another vessel nor remain with other vessels in the approach or tail channel of a lock. No other vessel shall enter a lock or the approach or tail channel of a lock, as long as there is a vessel carrying petroleum in bulk in such lock or approach or tail channels as the case may be.

(d) A vessel carrying petroleum in bulk shall be passed through the lock in precedence of all other vessels.

(e) The Executive Engineer may, by the issue of a notice to the licensee or to the person in charge of a licensed vessel, prohibit a vessel carrying petroleum in bulk from plying, whenever he is of opinion that there is danger or stranding of the said vessel on account of the shallowness of the water, or that there is danger on account of floods.

(f) Suitable mooring shall be carried on vessels carrying petroleum in bulk. Ropes may be used for mooring but mooring chains shall also be carried on board to be used in case of emergencies requiring such appliances.

52. *Occurrence of epidemic disease.*—(1) It shall be the duty of the master of a vessel in any canal to report the occurrence on such vessel of any case of cholera, smallpox at the lock wharf or licensing station at which the vessel arrives next after such occurrence, the report to be made to the Lock or Wharf Superintendent or other Officers of the Public Works Department in charge at such places.

(2) The Public Works Department Officer in charge shall, under section 15 of the Public Canals and Public Ferries Act, stop such vessel at once from proceeding further, and remove all passengers or other persons from the vessel until it has been disinfected.

(3) The Canal Officers shall report the occurrence to the nearest Medical or a Municipal or Sanitary Officer and shall, until the arrival of that Officer or Officers, render every assistance in their power to subdue the outbreak by the distribution of medicines and disinfectants which he should have obtained during epidemics and have in readiness with him for use in such emergencies.

53. *Carrying of persons suffering from infectious diseases.*—No person suffering from leprosy shall be carried on board any vessel licensed to carry passengers, unless—

(i) arrangements have been made to the satisfaction of the Canal Officer for the separation of the person and his attendants during the whole time that they remain on the vessel from other persons carried in the same vessel; and

(ii) any other special precautions which the Canal Officer may consider necessary have been taken to prevent infection being communicated to other persons employed on or travelling in the vessel.

Additional provisions applicable to Steam Vessels

PASSENGER ACCOMMODATION

54. *Cleanliness to be maintained.*—All Steam and Motor Vessels used for passenger service shall always be maintained in a clean and sanitary condition. Decks, cabins etc., shall be washed down daily, and the bilges cleaned, and all offensive bilge water and refuse removed and the closets effectively disinfected.

55. *Measurement of clear area.*—In measuring the clear area, the space available shall be divided into convenient sections, each section being measured separately and the area found by multiplying the length by the mean of three breadths taken at equal distances apart. The encumbrances shall then be measured and the total area of these deducted from the area of the Section. When all Sections have thus been measured, the sum total of the section shall be the clear area of the space available at that part of the vessel.

NOTE:—As regards existing vessels, their capacity shall be fixed in accordance with this rule.

56. *Internal height of cabins etc.*—The internal height of cabins awning decks and awnings shall not be less than that given in the following scale measured from the underside of the beam to the floor.

- Vessels under 40 ft. in length—5 ft. 2 inches.
- Vessels over 40 ft. in length and under 50 ft.—5 ft. 6 inches.
- Vessels over 50 ft. in length and under 60 ft.—5 ft. 9 inches.
- Vessels over 60 ft. in length and under 70 ft.—6 ft.

NOTE:—This will not apply to existing vessels.

57. *Provision of closets.*—(a) Steam vessels plying for hire with passengers shall be provided with properly constructed closets efficiently protected against the weather, and of ample internal capacity of not less than $2\frac{1}{2}$ ft. by $2\frac{1}{2}$ ft. square and $5\frac{1}{2}$ ft. in height for vessels below 50 ft. in length and not less than 3 ft. x 3 ft. square and $5\frac{1}{2}$ ft. in height for larger vessels. The Inspector may alter these dimensions at his discretion provided the area in square feet and the height are not reduced and the width is not less than $2\frac{1}{2}$ ft. Such closets shall be well ventilated and drained and well lighted by day and by night as may be approved by the Inspector. The ventilation shall be to the open air and where doors open into any compartment or cabin, the doors shall be gas tight. The closets shall be efficiently screened from the public view. A clear passage shall be maintained to the closets and they shall be kept clean and in a sanitary condition at all times.

(b) The number of closets to be provided shall be not less than one for first class passengers, one for second class passengers and two for third class passengers male and female properly marked for the sex they are intended

with separate passages leading to them. The Inspector may, at his discretion order additional closets to be fitted should the number of passengers or any peculiar construction or arrangement of the vessel render the same necessary.

NOTE:—1. This will not apply to existing vessels.

NOTE:—2. In regard to existing vessels, however, the inspector should advise alterations consistent with the structure of the vessels and fix a reasonable time for making such alterations. Failure to carry out the Inspecting Officer's instructions within the specified period will entail cancellation of the licence.

58. *Maximum number of passengers.*—The maximum number of passengers to be allowed shall be regulated by the clear area of the space available or the seating accommodation, as the case may be.

“Clear area” means the space available after all encumbrances such as hatchways, companion skylights, steering wheel, steering gear, windless, pathways and space for anchor and chains, etc., are deducted.

59. *Classification of passengers in Steam vessels.*—(a) In the case of first class passengers, the number shall be calculated at the rate of 20 square feet for each passenger, part of which may be airing space on deck and the remainder cabin space of not less than 16 square feet.

(b) In the case of second class passengers, the number shall be calculated at the rate of 10 square feet for each passenger, part of which may be airing space on deck and the remainder cabin space of not less than 6 square feet.

(c) The number of third class passengers shall be calculated at the rate of six square feet for each passenger.

(d) Airing space on deck provided for first and second class passengers shall be divided off from the space occupied by third class passengers and marked as first or second class passengers accommodation, as the case may be, and shall not be occupied by third class passengers when first and second class passengers are carried.

(e) In the case of vessels which carry passengers on the lower or main deck only, the number of passengers shall be calculated at the rate of 5 square feet for each passenger provided that there are no arrangements by which passengers may have access to the tops of cabins for accommodation.

(f) In calculating the number of passengers, two children under 12 years and above three years of age shall count as one adult and children of three years of age and under shall not be counted or charged any fare.

NOTE: 1. The number of passengers to be carried in steam boats shall be determined only after subjecting the vessel to a test of stability as laid down in Rule 84 *infra*, and after taking into consideration the provisions re: free board.



NOTE:—2. Benches provided in passenger vessels for seating passengers should be not less than 15" in width and the passenger capacity determined by the foregoing rule should be limited to one and a half foot length of bench for each passenger. This amendment shall come into force from 1st January 1958.

60. *Measurement of clear area.*—(a) Permanently covered hatches and tops of casings, if properly constructed, and available for passengers, may be included in the "clear area" space at the discretion of the Inspector.

(b) Where there are deck houses or engine room casings, if the space between the house or casing and the bulwarks is less than 2½ feet, the space shall not be measured, unless the house or casings is low enough to provide seating accommodation when the measurements may be taken to the backs of the seats provided the deck space is not less than 1.5 feet and width of seat 1.5 ft.

(c) The tops of engine rooms shall not be measured unless properly constructed and the engine room is properly lighted and ventilated with ventilators existing above the awning or awning deck.

(d) Casings over boiler shall not be measured for passengers. Seats at the sides may be measured, provided the casing is insulated to protect passengers from the heat, and the stockhole properly ventilated with ventilators extending above the awnings or awning deck.

61. *Accommodation in Steam vessels.*—The following accommodation shall ordinarily be provided on all steam vessels:—

(a) First class accommodation shall include a cabin or cabins, or compartments, properly ventilated and lighted both by day and night to the satisfaction of or as instructed by the Inspector. The ventilation shall include deck ventilators of the cow, mushroom, or swan neck patterns, with not less than two to each cabin or compartment and of such capacity as to provide ventilation when the cabin windows and doors are closed, or subject to the approval of the Inspector. Sliding ventilators properly protected by outside planking may be fitted so that the rain will not drive into the compartment when the ventilators are open. In the case of cabins centrally situated on deck and protected from the sun and weather by an awning deck or awnings, deck ventilators need not be fitted if other suitable arrangements for ventilation are made to the satisfaction of the Inspector.

(b) The cabins or compartments shall be fitted with suitable seats or sofas of not less than 1½ ft. in width and 6 ft. in length for first class passengers, and may be constructed to fold up against the bulk head. Suitable furniture shall also be provided including washing arrangements and water supply cabin lamps or candles, clothes, hooks, etc., as may be approved by the Inspector.

¹ Inserted by Notification No. CAS-3457/52/PW, dated 9th September 1957.

(c) Second class accommodation shall include cabin accommodation properly ventilated and lighted as for first class passengers. The cabins or compartments shall be fitted with fixed seats of not less than 1½ ft. in width, and spaced not less than 2½ ft. apart.

(d) Third class accommodation shall include clear space on deck or floor space in cabins, but the passenger capacity shall be limited according to note 2 of Rule 59.

(e) A separate space shall be reserved for females which may be inside a cabin or compartment or screened off on deck by suitable canvas screens not less than 4½ ft. high, as may be approved by the Inspector and there should be two classes of this, first and second, the former corresponding to and with the same accommodation, etc., and convenience of the male passengers' second class compartment and the latter of the third class compartment of the male passengers.

(f) Passengers shall not be carried on unsheathed iron decks; all floors shall be properly laid.

(g) Proper means of ingress and egress shall be given to all passenger accommodation.

(h) Bazar lantern hung to deck or other inferior lamps shall not be considered for properly lighted accommodation. Electric lighting generated from a dynamo of not less than 12 volts shall be provided in all passenger boats on C.T.S. system of wiring with all the necessary protective devices: switch board, cut out and switches and a storage battery of equivalent capacity and no passenger boat which does not satisfy this requirement shall be allowed to be on service from 1st April 1970.

(i) First class passenger vessels plying at night shall provide not less than two first class cabins or compartments. When ladies are travelling at night one compartment shall be reserved for their use.

NOTE:—1. Plying at night shall be held to mean plying between the hour of 8 p. m. and 6 a. m.

2. "In regard to existing vessels, however, the inspecting officer should, use his discretion in deciding what is necessary and practicable in the circumstances of each vessel, as regard clauses (a), (b), (d) and (i).

62. *Treatment of upper deck for passenger accommodation.*—(a) In vessels with an upper deck carried on frames which are an extension of the hull and strengthened by cross bulkheads or other structures, such deck shall be considered as a main deck for measurement for passenger space, provided that the lower deck compartments or cabins are fitted with properly constructed movable shutter and windows so arranged as to provide proper lighting and ventilation and protection from the sun and rain.

¹ Inserted by G.O. MS. 70/PW/58, dated 8th July 1958, G.O. MS. 596/58/PW, dated 8th July 1958, MS. 187/65/PW, G.O. MS. 81/PW/66, and G.O. MS. 59/67/PW, dated 29th March 1967.

(b) In the case of flush deck vessels, with an upper deck carried on side stanchions and with cabins on the lower deck centrally situated, built and forming part of the hull structure strengthening the upper deck, shall also be considered as a main deck for measurement of passenger space, provided that the Inspector is satisfied as to its strength in which case canvas, purdah and side screens only need be fitted to protect lower deck passengers from the sun and rain.

(c) Upper deck vessels may have cabins on the upper deck if the Inspector is satisfied as to the stability of the vessel.

63. *Carrying passengers on decks.*—(a) No passengers shall be carried on an upper deck or the tops of cabins of vessels whose breadth is less than 8 ft., unless the stability of the vessel has been tested by the Inspector.

(b) Upper deck shall be permitted only in flat bottomed vessels. Vessels with cylindrical bottom should be flush deck. In flush deck boats the accommodation for the third class passengers shall be calculated at the rate of 5 square ft. of covered space. As regards cylindrical bottomed vessels with upper deck which are already in existence they should be subjected to a stringent stability test, due regard being paid to the accommodation of passengers as laid down in Rule 59.

64. *Limit not to be exceeded*—No passengers shall be carried in any part or section of a vessel in excess of the number for which such part or section, etc., has been measured, including upper decks, tops of cabins, etc. Servants in attendance on first or second class passengers shall not be considered as in excess of the number allowed in that section so long as they do not stay there longer than necessary or required by their masters and the stockhole properly ventilated with ventilators extending above the awnings or awning deck.

NOTE:—The number of passengers a vessel is licensed to carry on the deck, cabin, etc., shall be distinctly shown in such parts, and also specified in the license for each vessel.

65. *Protection from weather.*—Steam vessels plying for hire with passengers and cargo shall be provided with substantial awnings, purdahs and screens, properly fitted and secured to protect passengers from the sun and weather. In the case of vessels which have open rails in place of close bulwarks, the rails shall be fitted with screens to be secured in position when required; where half bulwarks are fitted, screens need not be provided if the purdahs are so arranged to fasten down below the half bulwarks in such manner as to keep out sun and rain, to the satisfaction of the Inspector.

NOTE:—Drill, calico and such like flimsy materials will not be accepted as substantial material for awnings, purdahs and screen.

They should be of good waterproof canvas or other equally strong material.

66. *Protection against falling overboard.*—In order to prevent persons from falling overboard from steam vessels plying for hire with passengers iron railings adjusted in hooks and removable from their positions shall be fitted to a height not less than 9 inches apart, unless strong netting is provided. In the case of open vessels the height shall be measured from the flooring.

<i>Length of vessel</i>	<i>Height of rail or bulwark</i>
under 50 ft.	2 ft. 6 inches.
50 ft. and under 70	2 ft. 8 inches.
70 ft. and under 90	2 ft. 10 inches.
90 ft. and upwards	3 ft. 0 inch.

NOTE:—In regard to existing vessels, however, the Inspecting Officer should advise what is best for each vessel.

Fares for Passengers and Luggage

67. *Fare for passengers.*—The charge for first class passage shall not exceed six times the rate for third class, and the charge for second class shall not exceed three times the rate for third class.

68. *Fare for luggage.*—(a) The charge for passengers' luggage shall not exceed a third class passage rate for 10 cubic feet.

(b) The following luggage or cargo may be allowed to be taken by a passenger free of charge:—

First class Passenger	8 c. ft. of cargo.
Second „	4 c. ft. „
Third „	2 c. ft. „

(c) When cargo or luggage is carried on deck, the space occupied shall be deducted from the passenger space at the rate of one passenger for every 10 cubic ft.

(d) (i) No charge shall be made for small quantities of money carried by a passenger for personal use when it can be secured without inconvenience about the person of the passenger, nor shall any charges be made for currency notes carried personally by a passenger.

(ii) Metallic money carried in canvas or other bags by a passenger for the payment of wages, etc., may be charged for.

(iii) Treasure, including gold and silver coins or jewellery carried in large quantities may be charged for at the following rates:—

	Rs.	As.	Ps.
For every 1500 (Gold) Sovereigns, or for every 1000 (Silver) Rupees, or for every 1000 Rs. worth of jewellery	..	0	6 0
For every 100 Rs. (currency notes) above Rs. 500	..	0	0 6

(c) Petrol or other inflammable oil, with a flash point below 73 shall not be carried as cargo in passenger vessels plying for hire with passengers.

¹ 69. *List of fares.*—The Chief Engineer shall prescribe and publish in the Government Gazette the maximum and minimum fares leviable from the passengers for travelling between the several places, necessary additions or alterations also being similarly published from time to time. He may prescribe different maxima or minima in respect of different classes or categories of passengers. Every boat company shall before using any of the vessels for passenger service in any line of navigation fix the fares between the maximum and minimum thus prescribed for the line service and shall intimate it to the Chief Engineer for his approval and shall not alter the approved fare without sanction of the Chief Engineer. A time table and table of fares shall be hung up in conspicuous place in each vessel at the wharves, and booking offices concerned and such time table or table of fares shall not be varied or altered without the prior sanction of the Chief Engineer. The fare shall also be specified in the printed ticket issued to passengers.

² "Provided that the Government may, by notification in the Gazette and for reasons to be specified in such notification, exempt any Motor Boat Service from all or any of the provisions of this rule, subject to such conditions and limitations, as may be specified in the notification".

NOTE :—Sale of tickets under or above the rates that have been prescribed by the Chief Engineer or those current for the time being to a particular place is liable to entail punishment according to the direction of the Chief Engineer".

NOTIFICATION

Under Rule 69

No. 29396/B4/66/PW., dated, Trivandrum, 11th March 1968.

Whereas a number of new intermediate jetties are often being opened on the line of navigation of boat services.

And whereas the observance of the procedure prescribed in rule 69 of the Travancore Public Canals and Public Ferries Rules, 1100 M. E. would take much time to fix the fares to be levied from passengers travelling to and fro such intermediate jetties;

And whereas the State Water Transport Department, Alleppey has represented to the Government that it may be exempted from the operation of rule 69 of the said rules;

And whereas the Government are satisfied that the said State Water Transport Department Alleppey shall be exempted from the operation of rule 69 of the said rules for the reasons aforesaid;

¹ Inserted by 17370/PW/CC2. dated 28th August 1959.

² Inserted by 29396/TB/66/PW, dated 1st June 1967.

Now therefore, in exercise of the powers conferred by the proviso to rule 69 of the Travancore Public Canals and Public Ferries Rules 1100 M. E. the Government of Kerala hereby exempt the State Water Transport Department, Alleppey from the provisions in rule 69 of the said rules subject to the following conditions and limitations, namely :—

(1) The Director, State Water Transport Department, Alleppey may, when he is convinced that it is not possible to wait for the decision of the Chief Engineer, Irrigation fix provisionally intermediate fares within the minimum and maximum fares approved by the Chief Engineer and the time table with respect to the Boat Service operated by the State Water Transport Department, Alleppey and such fares and the time table as provisionally fixed by the Director, State Water Transport Department, Alleppey shall be subject to the final decision of the Chief Engineer. The Director shall intimate the provisional fares and time table fixed under this notification to the Chief Engineer in every case immediately and in any case not later than a week from the date of such fixation.

(2) A time table and table of fares shall be hung up in conspicuous place in each vessel, at the wharves and at the booking office concerned. The fare shall be specified in the printed tickets issued to the passengers.

Navigation

70. *Steam vessels at Locks.*—Steam vessels shall be warped or poled into or out of locks and shall not be put under Steam or use their paddle or paddle wheels until clear of the lock.

71. *Provision of whistle.*—Every steam vessel shall be furnished with an efficient whistle or hooter and shall whistle or hoot when passing or approaching other vessels or a bend, lock or tunnel.

72. *Plying of steam vessels.*—Steam vessels used or intended for passengers and cargo shall ply only on such portions of the backwaters or canal system as may be specified in their licence or inspection certificate.

73. *Speed of Steam vessels.*—(a) In all public Canals other than open backwaters, the speed of a steam vessel shall not exceed four miles an hour between sunrise and sunset and three miles an hour between sunset and sunrise. In the Varkalai Barrier canal, and the Alleppey Canals the speed shall not exceed three miles an hour. The speed shall be reduced to two miles an hour when passing round bends in the Varkala Barrier Canal and to three miles an hour when passing round bends in other canals. A steam vessel shall whistle or hoot when within 150 yds. and reduce speed to 3 miles an hour.

(b) Locks, tunnels and wharves shall be approached dead slow.

"74. *Time table for steam and motor vessels.*—For the better regulation of the steam and motor traffic at wharves and in the canals and for the convenience and safety of the travelling public, the Chief Engineer shall, in

1. Amended by 8603 P2/71/WP dated 24-9-1971.

1. Inserted by G. O. Ms. 246/66/PW., dated 10th November 1966.

consultation with, or on the application of the owner or agent of a steam or motor vessel engaged or used in a service, prepare a time-table fixing the hours of departure from, and arrival at, a wharf or jetty of any steam or motor vessel carrying passengers with such conditions as he may prescribe.

"Provided however that in respect of an application received by the Chief Engineer for fixing timings to a vessel for conducting service in any area or route, it shall be open to the Chief Engineer to refuse to fix timings for the applicant's vessel to conduct services on those areas or routes if he is satisfied after due enquiry, giving opportunity to the applicant and other boat-owners or agents as the case may be conducting services in the said area or route with vessels for which timings already stand fixed by him, that the area or route for which fixation of timings is applied for is adequately served by the existing transport services with timings already allotted to them. On such refusal the applicant shall not conduct services in those areas or routes as the case may be."

The time-table shall be published in the Government Gazette and shall be posted in a prominent place at the wharf and in the vessel. Ordinarily a time-table once fixed shall not be altered for a period of six months unless any special circumstance necessitates it, when the previous sanction of the Chief Engineer for such alteration shall be obtained.

NOTE:—1. The applicant for timings shall possess sufficient number of boats with the required D1 and D2 certificates and A form licenses and crew possessing the required competency certificates to run the line regularly. No boat smaller than the minimum size fixed by the prescribed authority will be put on the service. A muster roll of crew employed will be maintained and a copy of it will be communicated to the Canal Officers. Any change in the muster roll will also be communicated to the Canal Officers from time to time.

Postal mails shall be carried safely in passenger boats free of conveyance charges as and when demanded by the Jetty Superintendents.

NOTE:—2. No crew will be made to work for more than 16 hours within a period of 48 hours nor any man will be at work for more than 10 hours at a stretch without having at least three hours rest thereafter. But in the case of the crew working in long lines, which require more than 8 hours for a single trip, they will be allowed to complete a to and fro trip subject to the condition that they should not, in any case, have worked more than 60 hours in a week. Each member of the boat crew will be made to maintain a pocket book showing the hours of commencement and termination of work, total hours worked on each occasion etc., attested by the Jetty Superintendents at the terminal stations in order to show that the restriction in the working hours is strictly adhered to.

NOTE:—3. The term "Crew" in note 2 above and in note 7 below includes lascars and tindals also.

1. Inserted by CsA. 5-10096/56/PW., dated 1-7-1958.

NOTE:—4. The service shall not be conducted except as specified in the time-table mentioned therefor.

NOTE:—5. If, owing to an increase in the passenger traffic extra services are found or expected to be found necessary on particular days sanction will be granted by the Canal Officers at their discretion on the application of the owners or their agents to run such services on those days after the regular services have been run or with special traffic. Under the rule special services may be granted for wedding or other private parties provided they are utilised exclusively for such private parties and not for the general public. State Water Transport Services Ltd., Trivandrum may run special services for the purposes and subject to the conditions mentioned above, without obtaining sanction from the canal authorities.

NOTE:—6. The services according to the timings sanctioned shall be run regularly and if not run for three days consecutively or utilised for less than 25 days in a calendar month, the timings shall be liable to be cancelled unless such failure is caused by unavoidable circumstances with must be satisfactorily explained immediately to the Executive Engineer in writing. Inability to cope with the timings owing to lack of boats will not be accepted as satisfactory reason for non-utilisation of timings, provided that the provision in this note shall not apply to the boats of the State Inland Water Transport Services, Ltd., Trivandrum.

NOTE:—7. The crew on board of a vessel and the staff engaged by the owner or agent of the boats for the regulation of traffic at the wharf and jetties shall behave courteously towards the passengers and the employees of the P. W. D.

NOTE:—8. Boats should conform to sanctioned timings at starting stations. Boats arriving later or earlier than sanctioned timings are liable to cancellation of sanctioned timings unless satisfactorily explained. Late arrivals due to engine trouble or weather conditions should be recorded by the boat master in the Log Book and attested by the passengers.

NOTE:—9. Boats arriving at an intermediate station earlier than the scheduled time are liable to be detained until the time fixed for departure.

NOTE:—10. Boats running on the same line shall not follow one another too closely nor overtake one another in narrow waterways.

NOTE:—11. Boats shall be allowed at the jetty only for such time as is needed for passengers to embark and disembark at the several stations as the Jetty Superintendent directs.

NOTE:—12. The owner or agent of a boat who is for the time being in immediate charge of the boat shall affix his signature to any observations that may be entered in the log book either by the Jetty Superintendent or the Canal Officer regarding the number of passengers or time of arrival and departure of the boat or any

infringement of the rules under the Public Canals and Public Ferries Act. He shall in no case refuse to affix his signature thereto when called on to do so but if he has reasons to differ from such entries he may note his own explanation therein.

NOTE:—13. A table of fares fixed in accordance with rule 69 of the rule under the Public Canals and Public Ferries Act shall be pasted in a conspicuous place at each and every jetty and also in the boat for the information of the passengers and the Canal Officer and the Jetty Superintendent shall be empowered to insist such rates of fares alone being collected from the passengers.

NOTE:—14. Admission to lower classes cannot be refused when there is accommodation. Except under rule 53, no passenger shall be refused accommodation in a vessel provided there is room."

FORM M
(Vide Rule 74)

Application under Rule 74 of the Travancore Public Canals and Public Ferries Rules, 1100 M. E.

No..... Station.....
To..... Date.....

The Chief Engineer,
Trivandrum.

Sir,

I/We request you to be so good as to accord sanction to me/us to run boat service from.....(date)..... between.....(Station) and.....(Station) as per the timings given below :

TIMING

Starting station	Intermediate stations											Terminal station
	A	D	A	D	A	D	A	D	A	D	A	
D												D

NOTE:—1. A denotes arrival and D denotes departure.

2. I/We possess sufficient number of boats with the required D1 and D2 certificates and A form licences and crew possessing the required competency /service certificates to run the line regularly. No boat smaller than the minimum size fixed by the prescribed authority will be put on the service. A muster roll of crew employed will be maintained and a copy of it will be communicated to the Canal Officers. Any change in the muster roll will also be communicated to the Canal Officers from time to time.

3. No crew will be made to work for more than 16 hours within a period of 48 hours nor any man will be at work for more than 10 hours at a stretch without having at least three hours rest thereafter. But in the case of crew working in long lines, which require more than 8 hours for a single trip they will be allowed to complete a to and fro trip subject to the condition that they should not, in any case have worked more than 60 hours in a week. Each member of the boat crew will be made to maintain a pocket book showing the hours of commencement and termination of work, total hours worked on each occasion, etc., attested by the Jetty Superintendents at the terminal stations in order to show that the restriction in the working hours is strictly adhered to.

4. I/We have read the rules and conditions herein below mentioned and agree to abide by them in conducting the boat service. I/We also agree to run regularly one service at each of the timings applied for.

5. I/We enclose application forms in duplicate to be sanctioned and returned and the other to be retained by the sanctioning authority.

6. The term "Crew" in note 3 above and in Rule (iv) below shall include lascars and tindals also.

Rules and Conditions

(i) This service shall not be conducted except as specified in the timetable given above.

(ii) If owing to an increase in the passenger traffic extra services are found or expected to be found necessary on particular days sanction will be granted by the Canal Officers at their discretion on the application of the owners or their agents to run such services on the days after the regular services have been run or with special specified timings to meet the requirements of the traffic. Under this rule special services may be granted for wedding or other private parties provided they are utilised exclusively for such private parties and not for the general public.

(iii) The services according to the timings sanctioned shall be run regularly and if not run for three days consecutively or utilised for less than 25 days in a calendar month, the timings shall be liable to be cancelled unless such failure is caused by unavoidable circumstances which must be satisfactorily explained immediately to the Executive Engineer in writing. Inability to cope with the timing owing to lack of boats will not be accepted as a satisfactory reason for non-utilisation of timings.