



भारत का राजपत्र The Gazette of India

सी.जी.-डी.एल.-अ.-08062022-236384
CG-DL-E-08062022-236384

असाधारण
EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (i)
PART II—Section 3—Sub-section (i)

प्राधिकार से प्रकाशित
PUBLISHED BY AUTHORITY

सं. 403]
No. 403]

नई दिल्ली, मंगलवार, जून 7, 2022/ज्येष्ठ 17, 1944
NEW DELHI, TUESDAY, JUNE 7, 2022/JYAISTHA 17, 1944

पत्तन, पोत परिवहन और जलमार्ग मंत्रालय

अधिसूचना

नई दिल्ली, 7 जून, 2022

सा.का.नि. 424(अ).—अन्तर्देशीय जलयान (सुरक्षित नौचालन, संचार और सिग्नलस) नियम, 2022 का प्रारूप अंतर्देशीय जलयान अधिनियम, 2021 (2021 का 24) की धारा 106 की उपधारा (1) की अपेक्षानुसार भारत सरकार के पत्तन, पोत परिवहन और जलमार्ग मंत्रालय की अधिसूचना द्वारा भारत के राजपत्र असाधारण भाग- 2, खंड 3, उपखंड (i) तारीख 18 फरवरी, 2022 में सा.का.नि. सं. 139 (अ) तारीख 18 फरवरी, 2022 द्वारा प्रकाशित किया गया था जिसमें उन सभी व्यक्तियों से, जिनकी इनसे प्रभावित होने की संभावना थी, उस तारीख से, जिसको उक्त अधिसूचना को अंतर्विष्ट करने वाली राजपत्र की प्रतियां जनता को उपलब्ध करा दी जाती हैं, तीस दिन की अवधि की समाप्ति से पूर्व आक्षेप और सुझाव आमंत्रित किए गए थे;

और, उक्त राजपत्र अधिसूचना की प्रतियां जनता को 18 फरवरी, 2022 को उपलब्ध करा दी गई थीं;

और, उक्त प्रारूप नियमों के संबंध में जनता से प्राप्त आक्षेपों और सुझावों पर विचार कर लिया गया है।

अतः, अब, केंद्रीय सरकार, अन्तर्देशीय जलयान अधिनियम, 2021 की धारा 106 की उपधारा (2) के खंड (यज) और (यट) के साथ पठित धारा 47 की उपधारा (1) और उपधारा (2) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, निम्नलिखित नियम बनाती है, अर्थात् :-

(घ) लंगर पर जलयान एक मिनट से अनधिक के अंतराल पर लगभग 5 सेकंड तक तेजी से घंटी बजाएगा और लंगर पर जलयान अपनी स्थिति में, और किसी भी निकट आने वाले जलयान से टकराने की संभावना की चेतावनी देने के अलावा लगातार तीन ब्लास्ट की ध्वनि कर सकता है, अर्थात् एक छोटा, एक लंबा और एक छोटा ब्लास्ट।

(ङ) भूगस्त जलयान तेजी से घण्टी बजने से ठीक पहले और उसके बाद घण्टी पर तीन अलग-अलग और सुभिन्न ध्वनि देगा।

(च) 10 मीटर से कम लंबाई का जलयान ऊपर उल्लिखित सिग्नल देने के लिए बाध्य नहीं होगा, किंतु 2 मिनट से अनधिक के अंतराल पर कुछ अन्य प्रभावी ध्वनि सिग्नल देगा।

32. संकट संकेत- जब कोई जलयान संकट में हो और वह अन्य जलयानों से या तट से सहायता की अपेक्षा करता हो, तो उसके द्वारा या तो एक साथ या अलग-अलग उपयोग या प्रदर्शित किए जाने वाले संकेतनिम्नलिखित होंगे:

- (1) किसी भी ध्वनि सिग्नल उपकरण की निरंतर ध्वनि;
- (2) ध्यान आकर्षित करने के लिए एक परिधि में लहराता हुआ झंडा या प्रकाश;
- (3) डेक पर फ्लेयर्स;
- (4) "मई दिवस" रेडियो टेलीफोनी द्वारा प्रसारित;
- (5) एन.सी. द्वारा इंगित संकट का अंतर्राष्ट्रीय कोड सिग्नल।

33. रेडियो और नौचालन उपकरण - समुचित रेडियो और नौचालन उपकरण जलयान पर, प्रचालन और पदाभिहित प्राधिकारी द्वारा यथा अवधारित क्षेत्र पर निर्भर करते हुए उपलब्ध कराए जाने हैं। जोन 1 में प्रचालन करने वाले जलयानों को कम से कम निम्नलिखित उपकरण उपलब्ध कराए जाए -

- (क) चुंबकीय कम्पास (हस्तधारित या पोर्टेबल प्रकार या इलेक्ट्रॉनिक प्रकार स्वीकार किए जा सकेंगे);
- (ख) अति उच्च आवृत्ति(वीएचएफ रेडियो) ;
- (ग) डिस्प्ले सहित वर्ग ख स्वचालित पहचान प्रणाली (एआईएस);
- (घ) ग्लोबल पाजिसिनिंग प्रणाली(जीपीएस) नेविगेटर;
- (ङ) दूरबीन;
- (च) एल्लिस लैंप या सर्च लाइट;
- (छ) रडर एंगल इंडिकेटर; और
- (ज) ऐसा अन्य उपकरण, जो समय-समय पर पदाभिहित प्राधिकारी द्वारा विनिश्चित किया जाए।

34. पत्तन नियमों और राष्ट्रीय जलमार्ग विनियमों का लागू होना-

इन नियमों के उपबंधों में किसी बात के होते हुए भी, पत्तन की सीमा और राष्ट्रीय जलमार्ग के भीतर यात्रा करते समय, पत्तन नियम, राष्ट्रीय जलमार्गों के लिए टकराव निवारण विनियम, 2002 और "राष्ट्रीय जलमार्ग, नौचालन की सुरक्षा और नौवहन विनियम, 2002"के उपबंध अंतर्देशीय जलयानों को लागू होंगे।

[फा. सं. आईडब्ल्यूटी-11011/91/2021-आईडब्ल्यूटी]

सुनील कुमार सिंह, सलाहकार (सांख्यिकी)

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

NOTIFICATION

New Delhi, the 7th June, 2022

G.S.R. 424(E).—Whereas draft of the Inland Vessels (Safe Navigation, Communication and Signals) Rules, 2022 were published, as required under sub-section (1) of section 106 of the Inland Vessels Act, 2021 (24 of 2021), vide notification of the Government of India in the Ministry of Ports, Shipping and Waterways vide number G.S.R. 139 (E) dated the 18th February, 2022 in the Gazette of India, Extraordinary, Part-II, Section 3, Sub-section (i) dated the 18th February, 2022 inviting objections and suggestions from all persons likely to be affected thereby before the

expiry of the period of thirty days from the date on which copies of the Gazette containing the said notification were made available to public;

And, whereas, copies of the said Gazette notification were made available to the public on 18th February, 2022;

And, whereas the objections and suggestions received from the public in respect of the said draft rules have been considered by the Central Government.

Now, therefore in exercise of the powers conferred by sub-sections (1) and (2) of section 47 read with clauses (zj) and (zk) of sub-section (2) of section 106 of the Inland Vessels Act, 2021, the Central Government hereby makes the following rules, namely-

CHAPTER I – PRELIMINARY

1. Short title and commencement.- (1) These rules may be called the Inland Vessels (Safe Navigation, Communication and Signals) Rules, 2022.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. Definitions.-

(1) In these rules, unless the context otherwise requires,--

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

Provided that the masthead light shall be that this light shall be placed as far as practicable at height above the uppermost continuous deck of not less than 3 metres for vessels of 20 metres or more in length and 2 metres for vessels of less than 20 metres in length.
- (h) "new inland vessel" means any inland vessel whose keel is laid or which is at a similar stage of construction on or after the date of coming in to force of the rules;
- (i) "prolonged blast" means a blast of about 4 to 6 second duration;
- (j) "restricted visibility" means any condition in which visibility is restricted by fog, mist, heavy rainstorms, sandstorms or any other similar causes;
- (k) "sailing vessel" means any vessel under sail provided that propelling machinery if fitted, is not being used;
- (l) "short blast" means a blast of about one second duration;
- (m) "sidelights" means a green light on the starboard side and a red light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side;

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

(n) "stern light" means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel;

(o) "towing light" means a yellow light having the same character as the "stern light" defined in clause (p);

(p) "underway" means a vessel is not at anchor or made fast to the shore or aground;

(q) "vessel engaged in fishing" means any vessel carrying on fishing with nets, lines, trawls or other fishing apparatus which restrict manoeuvrability"

(r) "vessel not under command" means a vessel, in some exceptional circumstances is unable to manoeuvre as required by these rules and is unable to keep out of the way of another vessel;

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

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

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

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

3. Compliance of requirements.- (1) All existing inland vessels shall comply with the requirements existing prior to coming into force of these rules: Provided that the existing inland vessels that undergo major conversion or modification shall comply with the requirements specified in these rules, as far as it is considered reasonable and practicable by the Designated Authority.

(2) Subject to sub-rule (1), the owner or the master of the new inland vessel, shall ensure that the vessel is constructed, maintained and operated under the requirements related to safe navigation, communication and signals as provided under these rules and the vessel is suitable for its intended service.

(3) No new inland vessel shall be issued with the certificate of survey under the Act and the Inland Vessels (Survey and Certification) Rules, 2022, unless such vessel complies with requirements related to safe navigation, communication and signals including the physical design of the inland vessel or equipment that the inland vessel shall carry, or those which are operational or procedural in nature:

Provided that Designated authority shall ascertain that there is evidence of procedures in place to demonstrate that the inland vessels are operated in compliance with the requirements provided under these rules.

(4) Notwithstanding sub rule (1) to (3), the State Government may apply any additional requirements to any category of vessels.

(5) State Governments may exempt any inland vessel that embodies features of a novel kind from any of the provisions of these rules, the application of which might seriously impede research into development of such features and their incorporation in vessels and any such vessel shall, however, comply with such requirements that, in the opinion of the Designated Authority, achieve a standard which is equivalent or higher than those prescribed under these rules.

CHAPTER II – COMPLIANCE AND STANDARDS

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

5. Conduct of vessels in any condition of visibility.- (1) Every inland vessel shall at all times maintain a proper look-out by sight and hearing by all available means appropriate in the prevailing circumstances and conditions to make a full appraisal of the situation and of the risk of collision and such vessels shall make use of searchlights to locate luminous marks used for channel marking.

(2) Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and grounding and be stopped within a distance appropriate to the prevailing circumstances and conditions.

(3) In determining a safe speed, the following factors shall be taken into account;

(a) By all vessels:-

(i) the state of visibility;

(ii) the traffic density including concentration of fishing vessels or other vessels;

(iii) the manoeuvrability of the vessel with special reference to stopping distance and turning ability, in the prevailing conditions;

(iv) the state of the river, wind, current and the proximity of navigational hazards;

(v) state and availability of shore, navigational aids and channel marking during day and night;

(vi) speed restrictions imposed by the waterway authority;

(vii) the draught of the vessel in relation to the available depth of water; and

(viii) at nights, the presence of background light such as from the shore lights or from the back scatter of her own lights.

(b) By vessels with operational radar:-

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

(i) the characteristics, efficiency of the radar equipment;

(ii) the number, location and movement of vessels detected by radar; and

(iii) the exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or objects in the vicinity.

CHAPTER III - STEERING AND SAILING

6. Risk of collision.- (1) Every vessel shall use all available means appropriate to the prevailing circumstance and conditions to determine if risk of collision exists and if there is any doubt such risk shall be deemed to exist.

(2) In determining if risk of collision exists the following consideration shall be taken into account-

(a) such risk shall be deemed to exist if a compass bearing of an approaching vessel does not appreciably change and apparent distance from own vessel decreases;

(b) such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range; and

(c) for vessel not fitted with a compass, if the relative position remains unchanged.

7. Action to avoid collision.- (1) Any action taken to avoid collision shall, if the circumstances of the case admit be positive, made in ample time and with due regard;

- (2) Any alteration of course or speed to avoid collision shall, if the circumstances of the case admit be large enough to be readily apparent to another vessel and any succession of small alteration of course or speed shall be avoided.
- (3) If there is sufficient room, alteration of course alone may be the most effective action to avoid a close quarters situation and if it is made in good time, and does not result in another close quarters situation.
- (4) Action taken to avoid collision with another vessel shall result in passing at a safe distance and the effectiveness of the action shall be carefully checked, until the other vessel is finally passed.
- (5) If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take the way off by stopping or reversing her means of propulsion.

8. Confined channels.- (1) Any inland vessel proceeding along the course of a confined channel shall keep as near to the outer limit of the channel which lies on her starboard side as is safe and practicable and any vessel of less than 10 metres in length or a sailing vessel shall not impede the passage of any other vessel which can safely navigate only within the marked channel.

- (2) Any inland vessel shall not cross a navigable channel, if such crossing impedes the passage of any other vessel proceeding upstream or downstream along the navigable channel.
- (3) In a confined channel overtaking can take place only if the vessel to be overtaken has to take action to permit safe passing, the vessel intending to overtake shall indicate her intention by sounding the appropriate signals specified in sub-rule (2) of rule 33.
- (4) The vessel to be overtaken shall if in agreement, sound appropriate signals prescribed in sub-rule (2) of rule 33 and take action to permit safe passing and if in doubt she may sound the signal prescribed in sub-rule (3) of rule 33 and also comply with obligation under rule 13.
- (5) Any inland vessel nearing a bend or an area of a confined channel where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in sub-rule (4) of rule 33
- (6) Every vessel shall, avoid anchoring in a confined channel.

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

9. Single lane traffic.-

- (1) When single lane traffic is in force, vessels shall
- join the lane only when the traffic signal permits to do so;
 - proceed with maximum permissible speed and clear the channel as quickly as possible; and
 - not stop or anchor in a traffic lane and shall exercise caution while joining or leaving the single lane to avoid collision with waiting vessels at anchor.
- (2) Notwithstanding anything contained in sub-rule (1), State Governments may by guidelines or circulars issue directions for any particular area of inland waters which requires special traffic regulation to ensure safe and smooth navigation.

CHAPTER IV - CONDUCT OF VESSELS IN SIGHT OF ONE ANOTHER

10. Sailing vessels.-

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

- in a non-tidal river when one vessel is proceeding upstream and the other vessel is proceeding downstream, the vessel proceeding upstream shall keep out of the way of the other;
- when both the vessels are proceeding, upstream or downstream and in a tidal lagoon the vessel which is on windward shall keep out of the way of the vessel which is towards leeward;

- (3) any vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- (4) a vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.

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

11. Overtaking.- (1) Any inland vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam and in a position to the vessel she is overtaking, that at night she may see only the stern light or towing light of that vessel but neither of her sidelight.

(2) Any subsequent alteration of bearing between two inland vessels shall not make the overtaking vessel a crossing vessel within the meaning of these rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally passed.

(3) Notwithstanding anything contained in this rule any inland vessel overtaking any other shall keep out of the way of the vessel being overtaken.

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

13. Crossing situation.- When two inland vessels are crossing, to avoid risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit avoid crossing ahead of the other vessel.

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

15. Action by stand-on vessel.- (1) Where, any one of two inland vessels is to keep out of the way-

- (i) the other shall keep her course and speed;
- (ii) the later vessel may however take action to avoid collision by her manoeuvre alone.

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

(2) Due to any reason or cause, if a vessel is required to keep her course and speed in control finds herself that she is close to the other vessel and collision cannot be avoided by the action of the give-way vessel, shall take appropriate action, which shall be best aid to avoid collision.

(3) A vessel which takes action in a crossing situation in accordance with provisions of clause (ii) of sub-rule (1) to avoid collision with another vessel, shall not alter course to port for a vessel on her own port side.

16. Responsibilities of (between) vessels.- Subject to rule 9 and rule 13-

(1) an inland vessel underway shall keep out of the way of:-

- (a) any vessel not under command;
- (b) any vessel restricted in her ability to manoeuvre;
- (c) any vessel engaged in fishing;
- (d) any sailing vessel, vessel under oars or country boat; or
- (e) any vessel proceeding downstream by a vessel proceeding upstream.

(2) a sailing vessel under way shall keep out of the way of:-

- (a) any vessel not under command;
- (b) any vessel restricted in her ability to manoeuvre; or
- (c) any vessel engaged in fishing.

17. Vessel not in sight of one another.- (1) Every inland vessel shall make appropriate sound signals in accordance with rule 34 and exhibit lights while navigating in restricted visibility.

(2) Every inland vessel shall proceed at a safe speed adopted to the circumstances and conditions of restricted visibility and such vessel shall have her engines ready for immediate manoeuvre.

(3) Every inland vessel shall have due regard to the circumstances and conditions of restricted visibility when complying with the provisions of this rule.

(4) Except where it has been determined that risk of collision does not exist, every inland vessel which hears apparently forward of her beam or the fog signal of another vessel or which cannot avoid a close-quarters situation with another vessel forward of her beam, shall reduce her speed, and shall if necessary take her way off and navigate with extreme caution until danger of collision is over.

CHAPTER V – CONDUCT OF INLAND VESSELS IN RESTRICTED VISIBILITY

18. Vessels in restricted visibility.-

(1) Provisions of this Chapter shall be complied with by all vessels in all weather conditions.

(2) The rules relating lights shall be complied with from sunset to sunrise, and during such times no other lights shall be exhibited except, lights that do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

(3) The lights specified under these rules shall, if carried, also be exhibited from sunrise to sunset in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary.

(4) The lights and shapes unless otherwise specified in Chapter IV shall comply with the positioning and technical details as per the provisions of Annexure-I to the International Regulations for Prevention of Collision at Sea (1972) or relevant National or International Standards.

CHAPTER VI – LIGHTS AND SHAPES

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

(1) The visibility of lights for a vessel of 20 metres or more in length shall be-

- (a) mast headlight for 3 miles;
- (b) side light for 2 miles;
- (c) stern lights for 2 miles;
- (d) towing light for 2 miles; and
- (e) all round light for 1 mile.

(2) The visibility of lights for a vessel less than 20 metres in length shall be-

- (a) mast headlight for 2 miles;
- (b) side light for 1 mile;
- (c) stern light for 1 mile;
- (d) towing light for 1 mile; and
- (e) white, red, green or yellow all round light for 1 mile.

20. Lights to be exhibited by inland vessel under-way.- (1) A mechanically propelled vessel under way shall exhibit-

- (a) a mast headlight forward.
- (b) side lights.
- (c) a stern light.

(2) A mechanically propelled vessel of less than 10 metres in length, in lieu of the lights specified in sub-rule (1) shall exhibit an all round white light and shall if practicable also exhibit side lights or a combined lantern.

21. Lights to be exhibited by towing and pushing vessels.- (1) Any inland vessel when towing or pushing shall exhibit-

- (a) two mast headlights forward in a vertical line and when the length of the tow exceeds 200 metres, three such light in a vertical line and these lights shall be in lieu of light prescribed in clause (a) of sub-rule (1) of rule 21 and such lights shall be placed not less than 1 metre apart and the lowest light placed at a height not less than 2 metres above the hull;
- (b) Side lights;
- (c) A stern light; and
- (d) A towing light in a vertical line above the stem light.

(2) When a pushing an inland vessel and another vessel ahead are connected in a composite unit, they shall be regarded as a mechanically propelled vessel and shall exhibit the lights prescribed in sub-rule (1).

(3) An inland vessel or object being towed shall exhibit.

- (i) side lights; and
- (ii) a stern light:

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

(4) An inland vessel being pushed ahead, not being part of a composite unit, shall exhibit side lights at the forward end.

(5) An inland vessel being towed aside shall exhibit a stern light at the forward end of side lights.

(6) For any reason, if it is impracticable for any inland vessel or object being towed to exhibit the lights prescribed in these rules, all possible measures shall be taken to light such vessel or the object towed at least to indicate the presence of the unlighted vessel or object.

22. Lights to be exhibited by sailing vessel.- (1) A sailing vessel shall exhibit-

- (i) side lights; and
- (ii) a stern light.

(2) In a sailing vessel of less than 20 metres in length, the lights specified in sub-rule (1), may be combined in one lantern carried at or near the top of the mast where it can be seen.

(3) A sailing vessel underway may in addition to the lights specified in sub-rule (1) exhibit at or near the top of the mast, where they can best seen, two all round lights in a vertical line, the upper light being red and the lower light be green.

(4) A sailing vessel less than 10 metres in length, may exhibit lights specified in these rules, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.

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

(1) A vessel not under command shall exhibit-

- (a) two all round red lights in a vertical line where they can best be seen by night;
- (b) two balls or similar shapes in a vertical line by day; and

(c) when making way through the water; shall exhibit side lights and a stern light in addition to the lights specified in clause (a).

(2) A vessel restricted in her ability to manoeuvre shall exhibit-

(a) three all round lights in a vertical line, the highest and lowest of these shall be red and the middle light shall be white.

(b) three shapes in a vertical line, the highest and lowest shapes shall be balls and the middle one a diamond.

(c) when making way through the water shall exhibit mast headlights, side lights and stem light in addition to the lights specified in clause (a).

(d) when at anchor, in addition to the lights specified in clause (a) and clause (b); lights and shapes specified under rule 29 for anchored vessels shall be exhibited.

24. Lights to be exhibited by vessel engaged in dredging.- A vessel engaged in dredging, in addition to the lights specified in sub-rule (2) of rule 26 shall exhibit, two all round red lights or two balls in a vertical line to indicate the side on which obstruction exists.

25. Lights to be exhibited by pilot vessel.- A vessel engaged on pilotage duty shall exhibit-

(1) at or near the mast head two all round lights in vertical line in which the upper light shall be white and the lower light shall be red; and

(2) when under way, in addition to lights referred in sub-rule (1), side light and stern light.

26. Lights to be exhibited by anchored vessels and vessels aground.- (1) A vessel at an anchor shall exhibit-

(a) in the fore part, an all round white light or one ball by day;

(b) at or near the stern and at a lower level than the light in clause (a), an all round white light.

(2) A vessel of less than 20 metres in length may exhibit one all round white light, where it can best seen.

(3) A vessel aground shall exhibit in addition to the lights specified in sub-rule (1) or sub-rule (2), where they can best seen-

(a) two all round red lights in a vertical line;

(b) three balls in a vertical line by day.

(4) A vessel of less than 10 metres in length shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to warn the approaching vessels.

(5) Non self-propelled vessels such as barges and pontoons etc. shall comply with the requirements for vessels at anchor in sub-rules (1) or (2).

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

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

29. Equipment for sound signals.- A vessel of 20 metres and upto 100 metres more in length shall be provided with a whistle and a bell and a vessel of 100 metres or more in length, shall be provided with a gong.

30. Manoeuvring and warning signals.- (1) Single vessel when vessels are in sight of one another of a mechanically propelled vessel underway, when manoeuvring as authorised or required under these rules, shall indicate by the following signals on her whistle-

(a) one short blast to mean "I am altering my course to starboard";

- (b) two short blasts to mean, "I am altering my course to port"; and
- (c) three short blast to mean "I am operating stern propulsion".

(2) Overtaking vessels shall indicate by the following signals on her whistle-

- (i) two prolonged blast followed by one short blast to mean "I intended to overtake you on your starboard side"; and
- (ii) two prolonged blasts followed by two short blasts to mean "I intended to overtake you on your port side".

(3) A vessel being overtaken shall indicate her agreement by the following signals on her whistle by one prolonged and one short and again one prolonged one short blast. If there is any doubt she may sound signals specified in sub-rule (4).

(4) When vessels in sight of one another are approaching each other and for any reason either vessel fails to understand the intentions or actions of the other or is in doubt, whether sufficient action is being taken by the other to avoid collision of the vessel in doubt, shall immediately indicate such doubt giving at least 5 short and rapid blasts on the whistle, the signal may be supplemented by a light signal of at least 5 short and rapid flashes.

(5) A vessel nearing bend or an area of a channel where other vessels may be obscured, shall sound one prolonged blast and such signal shall be answered with a prolonged blast by any approaching vessel.

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

- (a) an inland vessel making way through the water shall sound at intervals of not more than 2 minutes one prolonged blast;
- (b) an inland vessel underway but stopped and making no way through the water shall sound at intervals of not more than 2 minutes, two prolonged blasts in succession with an interval of about 2 seconds between them;
- (c) a vessel not under command, a vessel restricted in her ability to manoeuvre, a vessel constrained by her draught or a vessel engaged in towing, fishing or pushing another vessel, shall at intervals of not more than 2 minutes make three blasts in succession namely one prolonged followed by two short blasts;
- (d) a vessel at anchor shall at intervals of not more than one minute ring the bell rapidly for about 5 seconds and a vessel at anchor may in addition to sound three blasts in succession namely one short one prolonged and one short blast to give warning on her position, and possibility of collision to any approaching vessel;
- (e) a vessel aground shall give three separate and distinct strokes on the bell immediately before and after the rapid ringing of the bell; and
- (f) a vessel of less than 10 metres in length shall not be obliged to give the above mentioned signals but shall make some other effective sound signal at intervals of not more than 2 minutes.

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

- (1) a continuous sounding of any sound signal apparatus;
- (2) a flag or a light waved in a circle to draw attention;
- (3) flares on the deck;
- (4) "May day" transmitted by radio telephony; and
- (5) the International Code Signal of distress indicated by NC.

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

- (a) Magnetic Compass(hand held or portable type or electronic type may be accepted);

- (b) Very High Frequency (VHF) radio;
- (c) Class B Automatic Identification System (AIS) with display;
- (d) Global Positioning System (GPS) Navigator;
- (e) Binocular;
- (f) Aldis lamp or search light;
- (g) Rudder angle indicator; and
- (h) such other equipment as may be decided by the Designated authority from time to time.

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

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

[F. No. IWT-11011/91/2021-IWT]

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