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PART I—Orders and Notifications by the Governor of East Pakistan, the High Court, Government Treasury, etc.

GOVERNMENT OF EAST PAKISTAN

RAILWAYS, WATERWAYS AND ROAD TRANSPORT DEPARTMENT

NOTIFICATION

No. WL/III/4R-13/65/773, dated Dacca the 31st October 1966.

In exercise of the power conferred by sub-section (1) of section 6 of the Ports Act, 1908 (Act XV of 1908), the Governor is pleased to make the following Rules, namely:—

THE EAST PAKISTAN PORT RULES, 1966

CHAPTER I
PRELIMINARY

1. **Short title and commencement—**(1) These Rules shall be called The East Pakistan Port Rules, 1966.

(2) These rules shall come into force at once.

(3) These Rules shall apply to the ports to which provisions of the Ports Act, 1908 (Act XV of 1908) have been extended or are hereinafter extended.

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

(1) "Act" means the Ports Act of 1908 (XV of 1908);

(2) "Authority" means the East Pakistan Inland Water Transport Authority as established under section 3(1) of the East Pakistan Inland Water Transport Authority Ordinance, 1958 (East Pakistan Ordinance LXXV of 1958);

(3) "ballast" includes every kind of gravel, sand and soil and every commodity or thing which may be used for the ballasting of vessels;

(4) "bank" means land which confines the waters of a waterway in its channel or bed in its whole width and extends above "high-water-mark";

(5) "bed of a navigable waterway" is that portion of the soil and sub-soil which is habitually covered by the waters of a navigable waterway and extends

to the high water-mark on both banks of a navigable waterway. It includes any area defined hereinafter as foreshore;

(6) "cleaning contractor" means any person or body of person who holds a valid licence issued by the Conservator for undertaking any work connected with chipping, cleaning or painting of any vessel within a port;

(7) "competent authority" includes a body of persons appointed/authorised by any enactment other than the Act, to exercise any of the powers and to discharge any of the functions relating to a port;

(8) "contractor" means any person who contracts with any other person or organisation to provide any number of other persons to perform the acts of handling passenger luggage; goods or operating equipment within a port or to provide any article in the port;

(9) "Conservator" means the East Pakistan Inland Water Transport Authority appointed as such by Notification No. 463-HTD dated the 9th September, 1960;

(10) "crew" means the number and type of persons required for manning the vessels;

(11) "dangerous or hazardous goods" includes any and every article or substance of an inflammable or explosive nature, and all such goods that may, from time to time, be notified under the Explosives Act, 1884 (Act III of 1884).

(12) "day" means a calendar day from midnight to midnight or part thereof;

(13) "ferry" means a vessel of any description used for ferrying purposes within or without a port;

(14) "foreshore" means that sub-soil which lies between the "high-water-mark" and "low-water-mark";

(15) "goods" or "cargo" includes wares, liquids and merchandise of any description;

(16) "high-water-mark" means a line drawn through the highest points reached by ordinary spring tides at any season of the year;

(17) "jetty" means any structure of a permanent or semi-permanent nature other than wharf which may be used for the loading or discharge or accommodation or passage of persons or goods or berthing of vessels including any foreshore or bed of the waterways used for such purpose, enclosing or adjoining thereto. Such "jetty" may include any stage, ghat, stairs, gangway, landing place, pier, floating barge or pontoon, and any other works connected therewith.

(18) "low-water-mark" means a line drawn through the lowest points reached by ordinary spring tides at any season of the year;

(19) "magistrate" means a person exercising powers under the Code of Criminal Procedure, 1898, but does not include a Magistrate of the third Class;

(20) "master" when used in relation to any vessel, means, subject to the provisions of any other enactment for the time being in force, any person (not being a pilot) having, for the time being, the charge or control of the vessel;

(21) "mooring" means a place allocated by the Conservator where vessels may be secured;

(22) "navigable rivers and channels" means waterways which allow the passage of vessels of any description;

(23) "owner" when used in relation to goods, means any consignee, shipper, agent for shipping, clearing or removing such goods, or agent for the sale or custody of such goods, and, when used in relation to any vessel, means proprietor, agent, part owner, charterer, consignee or mortgagee-in-possession thereof;

(24) "passenger" includes any person, excepting the master and crew, who is carried on a vessel, and any person entering, remaining in, or leaving a port in the course of embarking or disembarking from any vessel;

(25) "pilot" means a person qualified to pilot a vessel and authorised by the Conservator to do so in a port;

(26) "port" means a port to which the provisions of the Ports Act, 1908, have been extended; and shall include all such ports to which the provisions of the said Act, may, hereinafter be extended;

(27) "Provincial Government" means the Provincial Government of East Pakistan;

(28) "rates" includes any charges, fees, and dues that may be incurred by passengers and goods whether embarking or disembarking from any vessel or whether being loaded or discharged from any vessel, or whether remaining in or in transit through a port;

(29) "Ship-chandler" means any person or body of persons, who or which holds a valid licence issued by the Conservator for the supply of provisions, stores and fresh vegetables or edibles of any description to vessels in port;

(30) "supervisor" means the person appointed by the Conservator to be supervisor of any wharves, jetties, port or premises for the time being under his control;

(31) "ton" means a ton as determined or determinable by the rules for the time being in force, for regulating the measurement of the net tonnage of British Ships, if not otherwise provided in these Rules;

(32) "vehicle" includes any appliance used in a port for the conveyance of passengers, goods or any other article or for towing or pushing other vehicles, and whether mechanically propelled or otherwise, and includes railway rolling stock, road vehicles and goods handling equipment;

(33) "vessels" includes all crafts used for transportation on waterways, whether mechanically propelled or otherwise;

(34) "vessel underway" means a vessel which is not made fast or at anchor or at moorings, or fast or made fast to the ground or bed of the river;

(35) "wharf" shall include any bank of the river which may be improved to facilitate the loading or unloading of goods, and any foreshore used for the same, and any wall enclosing or adjoining such bank or foreshore.

CHAPTER II

Section I.

MOVEMENT OF VESSELS INTO WITHIN AND OUT OF PORT

3. **Record of Movement**—The master or owner of any vessel shall maintain on board written records of movement of the vessel in a port in the form of a Log Book in the manner as may be prescribed by the Conservator and shall produce and display the same as and when the Conservator may demand with a reasonable notice.

4. **Berth occupation**—No vessel shall use any port facility provided for by the Conservator without his permission.

5. **Pilotage**—Where the provisions of section 31 of the Act, or any other Act for the time being in force in respect of pilotage, are extended to a port, all vessels, within the port shall observe such pilotage rules as may be in force.

6. **Liability through pilotage**—Notwithstanding anything contained elsewhere in these Rules, the owner or master of a vessel, which is, under these Rules, required to have a pilot or to be led by a pilot vessel with a pilot on board, shall be answerable for any loss or damage caused by the vessel or by any fault of the navigation of the vessel.

7. **Safe navigation**—The master of a vessel entering, leaving or moving within a port shall proceed at a moderate speed having careful regard to the conditions existing at the time and no vessel shall proceed at a higher speed than is absolutely necessary to keep her under control and shall navigate in such a manner that he does not endanger other vessels and persons or cause damage to river banks or property of any kind. The master shall be liable for any damage or injury to properties and persons arising from any contravention of this Rule.

8. **Declaring vessels**—The owner or his agent of any vessel entering a port when voyaging from a port of origin outside East Pakistan shall declare the vessel not less than 24 hours before her arrival in the port. The declaration shall be made in the "Form for Declaration of a Vessel" appended to these Rules.

9. **Vessels in transit**—The master of any vessel in transit through East Pakistan Waterways, in accordance with the provisions contained in the Barcelona Convention and the General Agreement on Trade and Tariffs, will report to the Conservator at the first port of arrival in East Pakistan.

10. **Observance of regulations**—The master of a vessel entering, leaving or remaining within a port shall observe the provisions of the Inland Mechanically Propelled Vessels Act, 1917 (Act I of 1917) and the Rules framed thereunder relating to the protection of inland mechanically propelled vessels from danger by collision, in addition to the provision of any port and river notices issued by the Conservator, for the purpose, from time to time.

11. **Departing port**—Excepting vessels which have fixed departure timings approved by the Conservator and country boats of any description, the master of vessel leaving any berth or facility provided for by the Conservator shall prior to departure of the vessel, report his impending departure to the Conservator or to person authorised by him in this behalf, and shall give details of cargo and passengers therein and destination and any other information that may be required by the conservator.

12. **Vessels in regular service**—Time table for passenger services approved under section 54AA (1) of the Inland Mechanically Propelled Vessels Act (I of 1917), as amended, or under clause (X) of Section XV of the East Pakistan Inland Transport Authority Ordinance, 1958 (E. P. Ordinance No. LXXV of 1958) shall be strictly followed by the masters of all such vessels entering or leaving port.

Section II.

REGULATING TAKING IN OR DISCHARGING PASSENGERS, CARGO OR BALLAST

13. **Working propulsion gear**—While a vessel is berthed or moored at a jetty or a wharf her propeller or propulsion gear shall not be worked without due care and caution. Any injury to a person or damage to any property caused by violation of this Rule shall be the liability of the master and the owner.

14. **Reporting accidents**—The master of any vessel involved in any accident which involves loss of life or injury to person or damage to any jetty or wharf or installation or thing or to his vessel or to any other vessel, shall, before leaving the port and immediately after the accident, submit a written report on the accident to the Conservator of the Port and to the nearest Police-Station.

15. **Fire Prevention**—When a fire has broken out in any vessel the masters of all vessels in neighbouring berths or moorings shall raise steam, furl their awnings, prepare their force pumps ready for use and prepare to slip their cable and moorings.

16. **Dangerous discharges**—The master or owner of every vessel shall take all necessary precautions by placing guards or otherwise to prevent injury to persons or damage to property through the discharge of steam, exhaust gases, oil or water from any part of the vessel.

17. **Danger from hatchcovers**—When cargo is being loaded into or discharged through any hatchway of a vessel, whether on deck or below, or the longitudinal (fore and aft) and athwartship beam and hatchway covers of such hatchways are removed for any other purpose, the covers shall be secured in such a manner as will effectively prevent them from falling into the hold or overboard and take such other precautions as are required by any other law for the time being in force.

18. **Embarkation and disembarkation when vessel in motion**—The master of any vessel shall prevent any passenger, owner, crew-member, or other persons from attempting to embark on, or disembark from, any vessel, jetty or wharf while the vessel is in motion or not properly secured.

19. **Embarking or disembarking at any bank or approved place**—The master and the owner shall be responsible for ensuring that passengers embark or disembark on or from a vessel to or from the bank of any inland waterways within the port limits at places approved by the Conservator. The master and the owner shall also be responsible for ensuring that passengers embark or disembark from vessel to vessel or to and from pontoons, jetties or wharves at places approved by the Conservator.

20. **Provision of gangway**—The master of any vessel shall provide at least one gangway properly lighted, not less than two feet wide with handrails throughout its length, and of sufficient length, thickness and strength, to form a safe and convenient communication between the vessels and the bank, between the vessels and the pontoons, jetties, wharves, and such gangway shall be properly and securely placed between the vessel and the bank, between the vessels and the pontoons, jetties or wharves, during the time the vessel remains alongside thereof.

21. **Permission to handle passengers, cargo, ballast**—No master, owner, occupier or any other person shall load, discharge or convey passengers, ballast or cargo of any kind at, on, or to or from any place within the limits of a port other than those authorised by the Conservator.

22. **Vessels to be properly registered**—No vessel, which is not registered under the Inland Mechanically Propelled Vessels Act, 1917 (I of 1917) or the Merchant Shipping Act, 1923 (Act VII of 1923), or under these Rules, shall load passengers or cargo within a port or depart from a port.

23. **Survey certificate and route permit**—(a) No vessel shall berth, or load or discharge passengers or cargo or take on or discharge fuel in a port unless is in possession of a valid survey certificate/licence issued by the Conservator or a competent authority.

(b) No passenger vessel shall berth, or embark, or disembark passengers in a port unless is in possession of a valid route permit issued, from time to time, by a competent authority.

24. **Fouling berths**—The licensee of any wharf or jetty or place used for the berthing of vessels shall be responsible for damage, loss or injury that may be occasioned through the berth becoming foul by reasons of any obstructions due to any of his acts, omissions and commissions.

25. **Excessive Berthing**—If, in the opinion of the Conservator, the number of vessels at any wharf or jetty or other mooring constitutes an obstruction or danger to navigation, the Conservator may order the removal and re-mooring of such vessels.

26. **Loading or discharging at unsafe places**—The master or owner of any vessel shall not load or discharge or embark or disembark any goods or passengers at any wharf, jetty, stage, ghat, stairs, gangway, landing place, pier, floating barge or pontoon, or any structure of permanent or semi-permanent nature or place adjoining the navigable waterways, within a port, which may be declared by the Conservator to be unsafe for such purposes.

27. **Carriage of dangerous goods**—Owners, masters, persons and members of crews shall observe provision of section 50 of the Inland Mechanically Propelled Vessels Act, 1917 (Act I of 1917), relating to the carriage of dangerous goods.

28. **Discarding of dangerous goods**—No owner, master, person or members of crews shall, within the limits of a port, throw over-board any dangerous goods.

29. **Supply of fresh water**—The Conservator may supply fresh drinking water to vessels at Ports on demand at a reasonable cost as may be determined by the Conservator.

30. **Display of approved fares and freight**—The owner or master of a vessel shall display an approved rate of passenger fare in default of which the Conservator may refuse the use of any port facilities or detain the vessel in addition to any other penalties specified in section 54 of the Act.

31. **The Explosive Substances Act, 1908**—All persons embarking on or disembarking from, or being on board any vessel shall be subject to the Explosive Substances Act, 1908 (Act VI of 1908).

32. **Double berthing**—Vessels moored at jetties and wharves controlled by the Conservator, shall give such facilities for loading and discharging to and from the out-board-side as the Conservator may consider reasonable and the Conservator shall not be responsible for any delay, demurrage or damage that may occur by reason of overlapping or double banking vessels to the over-side loading or discharging of such vessels. The outboard vessel shall operate with due care and caution.

For the purpose of this Rule, the passenger-cum-cargo vessels shall be given priority over the cargo vessels.

This Rule, however, shall not apply when overside discharge or loading is in progress.

33. **Liability**—The Conservator shall not be liable in respect of any detention or delay to a vessel entering, remaining in, or going out of berths, wharves, quays, stages, moorings, or for detention or delay in the discharge of cargoes or vessels, or in the progress of vessels to and from moorings, or for dead freight delay in the loading and unloading of goods or for stoppage in the delivery of goods for any cause.

34. **Right of use of any landing place**—The Conservator may direct any licensee of any wharf, jetty, stage, ghat, stairs, gangway, landing place, pier, floating barge, pontoon, place or any structure within the limits of a port for which the licensee obtained a licence from the Conservator to accept, for berthing, loading and/or unloading, any vessel provided the Conservator is satisfied that no other facility is immediately available for such purpose or for such operation. The licensee shall not make claim against the Conservator or any other party. In case of use of the facilities for a continuous period extending beyond 24 hours the Conservator may reimburse up to 25 (twenty-five) per cent

only of the berthing charge realised from the vessel. If, in the course of such use, any damage is caused, the party using such facilities shall be responsible for payment of compensation.

35. **Open hatchways**—Vessels, when not working cargo during the night, shall have any open hatchway protected by stout netting or hatches slipped in place and shall comply with all safety laws and regulations.

36. **Declaring vessels with dangerous goods**—Agent shall give written notice of 48 hours before the expected arrival of any vessel having dangerous goods on board, or before shipment of any such goods, to the Conservator.

The notice shall specify the contents of the packages and their number and marks.

37. **Vessels in port with dangerous goods**—The master of any vessel arriving at a port and having on board dangerous goods shall:—

(a) declare the same at once in a Form "B" appended hereto which may be obtainable from the Conservator;

(b) on arrival in port, hoist the appropriate signals for possession of dangerous goods; and

(c) make the necessary arrangements for discharging such cargo.

38. **Loading/unloading of dangerous goods**—All acts of loading, unloading and carriage of dangerous goods in a port shall be governed by any law in force for carriage, retention and handling of such dangerous goods and done under the direct supervision of the Conservator or any other person authorised by him.

39. **Responsibility for adherence to Rules for dangerous goods**—The owner of a vessel and his agent shall be held responsible for due observance of these Rules and shall be held liable for any penalty or damage arising out of contravention thereof.

40. **Entering the Port with dangerous goods**—No person shall enter or loiter in or travel through a port or embark or disembark on or from a vessel in a port whilst in possession of, or intending to deliver or tender for carriage, any dangerous goods including firework without distinctly marking their nature on the outside of the package containing the goods and without giving prior notice of their nature to the Conservator.

41. **Prohibition of dangerous or hazardous goods**—No dangerous or hazardous goods shall be brought into a port except with written permission of the Conservator.

42. **Removal of dangerous or hazardous goods**—The Conservator may remove or cause to be removed to any place, the Conservator may choose, any goods of dangerous or hazardous nature.

43. **Double charges on dangerous or hazardous goods**—The Conservator may levy double the rates of charges for discharging, landing, stacking, storing or removing any goods of a hazardous or dangerous nature. The list of such goods shall be published by the Conservator.

Section III.

DISCHARGE OF OIL MIXED WITH WATER

44. **No discharge without permission**—No person shall discharge oil mixed with water within the limits of a port without prior written permission from the Conservator.

45. **Disposal of oil or oil mixed with water**—Masters, or licencees wishing to dispose of oil or oil mixed with water shall make their own transportation arrangements for the removal of such items to a place outside the port limits, and, in the cases of vessels or property possessed or controlled by the Conservator, may apply to the Conservator for advice or assistance.

46. **Use of receptacles**—No portable receptacle containing oil or other inflammable substance shall be brought into or upon any place within the limits of a port without prior permission of the Conservator. All such receptacles and their fittings shall be made of suitable materials and be perfectly oil-tight; the master, owner or agents will be responsible, at their expense, for disposing of such receptacles from within the limits of the port in such a manner as may be determined by the Conservator.

47. **Direction for movement of tankers**—The Conservator may, from time to time, issue directions governing movement, berthing and handling oil tankers in a port which shall be strictly observed by all concerned.

Section IV.

LIQUID FUEL BUNKERING

48. **Permission to store, receive or discharge liquid fuels**—No person shall construct or cause to be constructed a building to bring or cause to bring, within the limits of a port, any receptacle of any kind for reception, storage or discharge of liquid fuels of any nature without the prior permission of the Conservator; and no person shall permit or cause to permit to construct or lay, either above or below the surface of the land or water, any pipe-lines or other methods of conveying, storing, receiving or discharging liquid fuels of any kind without the written permission of the Conservator.

49. **Place at which liquid fuel may be received or discharged**—Masters or owners requiring to take on or discharge to or from any vessel liquid fuel bunkers shall do so only at places and in such manner as may be determined by the Conservator.

50. **Pumping liquid**—No liquid fuel shall be transferred from any vessel into another vessel, barge, lighter, or reservoir on shore, except by means of pumping through a perfectly oil-tight system of pipes at places to be approved by the Conservator.

Section V.

KEEPING FREE PASSAGES WITHIN THE PORT

51. **Nothing to be allowed to fall in water**—No person shall lay or place, on any wharf or jetty or vessel in an insecure manner, any ballast, rubbish, goods, articles, substance, or thing which is likely, after falling into water, to be or to become detrimental to navigation or to any vessel on its lawful occupation.

52. **Reporting things falling in the water**—The master or owner of any vessel or jetty or wharf from which ballast, rubbish, goods, articles, substance, or thing may be thrown or may fall into any navigable waterways within a port shall forthwith report full particulars of the occurrence to the Conservator.

53. **Removal of substance from beds of navigable waterways**—No person shall remove or cause to be removed gravel, sand, earth or substance from the beds of the navigable waterways of a port, without the prior written permission of the Conservator and without the aid or under the supervision of such person, as the Conservator may appoint to take part in or supervise the performance of such work.

54. **Constructions and excavations affecting beds of navigable waterways**—(a) No person shall make any construction or excavation of any kind on the bed or foreshore of navigable waterways within a port without a licence from the Conservator.

(b) Any person, who wishes to obtain a licence under clause (a), shall apply in a prescribed form and shall pay an application fee of five rupees only.

55. **Licence to construct or excavate**—The Conservator may grant a periodical licence applied for under Rule 54 on such terms and conditions as may be specified in the licence and charge and collect a licence fee for such occupation. In assessing such fee and determining the period of such licence, the Conservator shall take into consideration the importance and the nature of construction or excavation, the importance of the area, the volume of traffic, the landing and shipping charges for such traffic, the maintenance of the regime of the navigable waterways, and the effect of the construction or excavation therein. Any contravention of the terms and conditions as may be specified in the licence shall render the licence liable to cancellation without any notice and the licensee shall be liable to any of the penalties as specified in the Act.

This Rule shall be deemed to apply to all existing encroachments, constructions or excavation, if any, in or on the beds or foreshore of waterways within a port.

56. **Period for leaving goods in port**—No person shall, or shall cause, to stock, keep or leave any goods or personal belongings on or upon any part of the premises of a port for a period longer than is reasonably necessary to collect or remove the same.

57. **Obstructions to or from vessels**—No person shall, or shall cause, to obstruct any passage or gangway leading to or from any vessel.

58. **Carrying on any form of activity in the port**—Any person or body of persons, who wishes to carry out any form of commercial activity within a port, shall apply to the Conservator for a licence in a prescribed form obtainable from the office of the Conservator on payment of two rupees. The Conservator may thereafter grant any such licence on payment of licence fee as may be determined by the Conservator. The licence fee shall be pre-determined as far as practicable for each kind of activity and be published. The Conservator may, at his discretion, refuse to grant any such licence.

59. **Committing a nuisance**—No person shall commit nuisance on or in any part of a port.

✓60. **Permits for persons on or in the Port**—(1) Passenger or person entering or passing through any part of a port specified by the Conservator shall obtain a ticket for each entry on payment of an amount fixed by the Conservator but not exceeding Re.0.13.

(2) Government and the EPIWTA officials on duty, children under 4 years of age, owners of vessels and their agents and crew member of vessels and persons holding valid monthly or periodical passes from the Conservator, are exempted from obtaining tickets under sub-Rule (1).

(3) The Conservator may issue an annual pass on payment of Rs.5.00 renewable on payment of Rs.2.00 to persons who is connected with business activity in a port, other than a person exempted, at the discretion of the Conservator.

(4) The loss of a pass may be immediately notified to the Conservator who may issue a fresh pass on payment of Rs.5.00, valid for the unexpired period.

61. **Navigation in Port**—For purposes of maintaining unhindered and safe navigation within a port,—

- (a) vessels and crafts of any description shall maintain course as close to the banks as possible and shall not enter midstream except for the purpose of crossing from one bank to the other;
- (b) no raft shall float up or down the navigable waterways of a port between the sunset and the sunrise;
- (c) the Conservator shall determine the width of a tow within a port in consideration of the general congestion and safety of navigation in a port; and
- (d) all forms of net fishing in a port area within the navigable channel are prohibited without prior written permission from the Conservator.

62. **Keeping free spaces**—The Conservator may mark out spaces which, in the opinion of the Conservator, shall be kept free from activities. No person shall encroach on the areas so marked out without prior written permission from the Conservator.

63. **Free passage to moorings and entrance**—Free passages of approaches by land and water shall be kept to berths, landing places, and moorings; and the entrance to a port, the railway or navigable channel, as marked by buoys, shall be kept clear. No person shall encroach upon the areas referred to above without prior written permission from the Conservator.

Section VI.

VESSELS ANCHORING, FASTENING, MOORING OR UNMOORING

64. **Additional mooring lines**—Every vessel lying at a swinging mooring shall, from the 1st March to 31st October, have, in addition to her bower chain, the end of a good hawser made fast to the ring of the mooring or to

a bollard or bitt. During inclement weather or when any storm signal is hoisted, additional mooring lines including bowers anchor chain shall be fastened to such moorings.

65. **Making ready anchors**—Every vessel within a port area shall have at least one bower anchor to let go when necessary.

66. **Alteration to moorings**—No person shall move or change the mooring of any vessel in any manner that may cause obstruction of any kind.

67. **Vessel to be kept ready to move**—Except at places approved by the Conservator, no mechanically propelled vessel at berth in the stream shall dismantle her engines or otherwise render herself incapable of movement without permission from the Conservator.

68. **Obstruction by anchoring**—No vessel shall be anchored in such a position or in such a manner as, in the opinion of the Conservator, will offer obstruction to any navigable waterways within a port.

69. **Moving and warping vessels**—(a) The moving and warping of any vessel within a port shall be the responsibility of the master or owner, or both, who shall be responsible for and liable to any damage or injury occasioned to any property, vessels or thing or person, while so doing. The owner or master shall be responsible for bearing the costs of any remedial action that may have to be undertaken by other party resulting from such damage or injury;

(b) All vessels within the anchorage shall be moved or warped, from place to place, as required, and by such means or appliance as may be ordered by the Conservator.

70. **Right to demand tug power**—The Conservator may demand and use, in times of emergency, any vessel for the purpose of towing any other vessel required to be moved by the Conservator. The charges for such use shall be mutually settled between the owner and the Conservator in accordance with prevailing rates.

71. **Moving by direction of the Conservator**—Every vessel shall move to, or from, any mooring or place when required to do so by the Conservator.

72. **Notification of permissible moorings**—The mooring in a port at which vessels may moor or make fast shall be those designated by the Conservator from time to time.

73. **Permission to lay moorings**—No person shall lay, place or construct any moorings of a permanent or temporary nature within port without the prior approval and written permission of the Conservator on such terms and conditions as may be determined by the Conservator.

74. **Permission for existing moorings**—Persons owning any mooring in any port at the time of publication of these Rules shall immediately apply to Conservator for permission which the Conservator may grant on such terms and conditions as may be specified by the Conservator.

75. **Shift of mooring**—No person shall shift any mooring to, or from, any part of a port without prior written permission from the Conservator.

76. **Power to direct vessels to moorings**—The Conservator may direct any vessel to mooring or allocate any mooring to any vessel as he may deem fit giving due consideration to the existing circumstances and all such moorings, howsoever the vessels may be secured, shall be deemed to belong to the Provincial Government. The Conservator may demand and collect charges for the use of the mooring at such rates as may be determined by him from time to time. All anchorings in a port shall be controlled and regulated by the Conservator. However, no charge shall be levied and realised for such anchoring.

77. **Alteration to vessels**—The master or owner of every vessel which is not required to be surveyed under the Inland Mechanically Propelled Vessels Act (I of 1917), on every occasion, if an alteration is made, shall fill in and submit to the Conservator, in duplicate, the form "A" appended to these Rules on entry to a port after such alteration.

78. **Hire of hawsers and craft**—Rates for hire of hawsers and any craft belonging to a port shall be on the basis of time factor.

Section VIII.

USE OF PIERS, JETTIES, LANDING PLACES, WHARVES, QUAYS, WAREHOUSES, SHEDS AND ANY OTHER FACILITIES CONTROLLED BY THE CONSERVATOR

79. (1) **Charge for landing, shipping, berthing and storage**—For landing, or for shipping, any goods or cargo in a Port and for use of facilities including jetties/wharves and cargo sheds in a Port controlled by the Conservator, the following charges shall be levied at rates specified against each, namely—

(A) Landing, shipping charges—

Description of goods.	Basis of levy.	Rate of charges.
		Rs.
(i) All goods carried to and from any part of the port subject to these Rules.	For each landing, and shipping per maund or part thereof.	0·06
(ii) Animals	Per head	1·00
(iii) Live-stock	Do.	1·00
(iv) Birds of any kind	(a) Per maund on weight or part thereof.	0·50
	(b) Per head	0·05
(v) Trucks and buses	Each	2·00
(vi) Motor car and pick-up	Each	1·00
(vii) Scooter	Do.	0·50

Description of goods.	Basis of levy.	Rate of charges. Rs.
(viii) Cycle	Each ...	0.05
(ix) All goods on which freight is earned by cubic measurement.	Per cubic feet ...	0.01

N. B.—(a) All personal effect of passengers under three maunds of weight excluding (ii), (iii), (iv), (v), (vi), (vii) and (viii) above shall be exempted from the above charges.

(b) One scooter, one cycle and two birds may be included in the personal effect of each passenger.

(B) Berthing charges—

Description of vessels.	Basis of levy.	Rate of charges. Rs.
<i>Country boats—</i>		
(i) Country boat carrying capacity up to 50 maunds of cargo.	Per berthing duration to be determined by the Conservator but not exceeding a day.	0.20
(ii) Country boat carrying capacity exceeding 50 maunds and up to 200 maunds of cargo.	Ditto ...	0.30
(iii) Country boat carrying capacity exceeding 200 maunds and up to 500 maunds of cargo.	Ditto ...	1.00
(iv) Country boat carrying capacity exceeding 500 maunds and up to 1,000 maunds of cargo.	Ditto ...	1.50
(v) Country boat carrying capacity exceeding 1,000 maunds of cargo.	Ditto ...	2.00
<i>Motor vessels and launches—</i>		
(vi) For every multiple of 50 passengers carrying capacity or part thereof.	Per berthing which should not exceed two embarkation and two disembarkation in a day.	1.25
<i>Vessels other than country boats, M. V. and launches having—</i>		
(vii) Carrying capacity up to 500 passengers or up to 38 tons of cargo.	Per berthing duration to be determined by the Conservator but not exceeding a day.	8.00

Description of vessels.	Basis of levy.	Rate of charges. Rs.
<i>Vessels other than country boats, M. V. and launches having—</i>		
(viii) Carrying capacity over 500 and up to 800 passengers or over 38 tons and up to 64 tons of cargo.	Per berthing duration to be determined by the Conservator but not exceeding a day.	12.00
(ix) Carrying capacity over 800 passengers or over 64 tons and up to 100 tons of cargo.	Ditto ...	16.00
(x) Carrying capacity over 100 tons and up to 250 tons of cargo.	Ditto ...	20.00
(xi) Carrying capacity over 250 tons and up to 500 tons of cargo.	Ditto ...	24.00
(xii) Carrying capacity over 500 tons of cargo.	Ditto ...	30.00

(C) Charges for the use of covered and uncovered spaces for storage purposes—

Description.	Basis of levy.	Rate of charges. Rs.
(i) Goods in covered storage ...	Per sft. or part thereof per day or part thereof.	0.13
(ii) Goods in uncovered storage ...	Ditto ...	0.02

Provided that no charge shall be levied for keeping goods in uncovered storage for two days from the date of landing.

(2) For landing, or for shipping, any goods or cargo in a port at any landing place, jetty, wharf, or any other facility operated under a licence from the Conservator, the landing or shipping charges shall be levied at rates not exceeding the rates specified in Rule 79 (1)(A).

80. **Licence for supply of port labour**—For regulating the proper and efficient use of port facilities the Conservator shall issue licences which shall authorise stevedores and handling contractors and their servants approved by the Conservator to enter on premises controlled or regulated by the Conservator, and engage in their lawful business of stevedoring and handling of goods and equipment on behalf of any employer or user of labour. Unless in possession of a valid licence no stevedore or handling contractor, or labour, shall enter on or into a port. The fee for such a licence shall be determined by the Conservator; and the Conservator may revoke such licence at any time on breach of any of the terms and conditions that may be specified therein by him.

81. **Superintendence of port labour**—Masters of vessels, stevedores, handling contractors and shipper, consignee or their agents shall be responsible for, and shall superintend the working of goods to or from any jetty or wharf.

82. **Liability in employing of labour**—The Conservator shall not be liable for any claim and liabilities arising out of any injury to any employee of a licensee under the Workmen's Compensation Act, 1923.

83. **Liability in handling**—The Conservator shall not be liable and responsible for any damage or loss sustained by any goods which are in process of handling by the carriers, stevedores and handling contractors.

84. **Weighing and measuring goods**—The Conservator shall be responsible for employing such persons and equipment as may be necessary to weigh or measure goods that may be subject to payment of any charge authorised by or under the Act, and such weights and measures declared by the Conservator shall be lawful.

85. **Right to control vehicles**—The Conservator may regulate and control all movements and parkings of all vehicular traffic within the port.

86. **Stacking cargo**—The carrier, stevedores, handling contractors and consignees are required to handle and stack cargo within a port in such manner as may be directed by the Conservator.

87. **Office hours**—The Port office of the Conservator shall remain open round the clock.

88. **Customs clearance**—The Conservator shall not permit loading/unloading and transhipment of goods without production of a clearance certificate from the Customs authorities, wherever applicable.

89. **Consignor or consignee to clear cargo**—No goods shall be discharged and handled unless the consignees or their agents have made adequate arrangement for clearing the cargo from the jetty or wharf. The shippers or consignees or their agent shall be responsible for all charges for which the goods become liable by reason of discharging, landing, handling, storing, and clearing from a port area. The Conservator may, at his discretion, refuse movement of any cargo in a port area.

90. **Uncleared goods**—Any goods stacked on any jetty or wharf shall be cleared by the owner of the goods, such goods remaining on the jetty or wharf shall be at the entire risk and expense of the owner.

91. **Failure to move goods within maximum period**—Goods landed or stacked on any jetty or wharf shall be removed by the owner within a period of 4 hours after landing, except where otherwise permitted by the Conservator, failing which the Conservator may, at the owner's risk and expense, move the goods to such other place as the Conservator may deem fit to be expedient, and the owner shall bear all costs of removal and storage, and the owner shall have no claim whatsoever against the Conservator for any loss or damage caused in the course of such operation.

92. **Goods stored in warehouse**—Goods landed or stored in a warehouse controlled or possessed by the Conservator shall so remain at the entire risk and expense of the owner who shall remove the goods within 7 days of landing, calculating the period from midnight of the day of landing. On failure to remove the goods within 7 days the Conservator may remove, at the owner's risk and expense, such goods to any other place that the Conservator may deem fit to choose, the owner shall have no claim whatsoever against the Conservator for any loss or damage caused in the course of such operation.

93. **Right of Conservator to move goods stored in warehouse**—All goods stored in any shed or warehouse possessed by the Conservator shall be removed within 7 days from the date of storing, and, in default, the owner shall be charged at double the prescribed rates for the first 3 days after which the rates shall be increased at the rate of 50 per cent, of the cumulated rate for each successive day. If the goods remain uncleared for a period of 30 days, from the date of storage, the Conservator is authorised to sell the goods by public auction and recover all dues, fees, other charges and expenses payable under the Act, and dispose of the balance, if any, in the manner prescribed by the Act.

94. **Handling livestock**—No livestock shall be embarked or disembarked or brought into premises possessed or controlled by the Conservator without the permission of the Conservator.

95. **Unauthorised persons in vehicles**—No unauthorised person shall get into or upon any vehicle possessed or controlled by the Conservator within the limits of a port.

96. **Payment of all charges**—All charges, fees and dues payable under the Act and these Rules shall be paid at the Port Accounts Office or at such convenient places as may be determined by the Conservator within the Port area in such a manner as the Conservator may specify from time to time.

Major operators may furnish standing idemnity bonds for amounts to be fixed by the Conservator, which shall be fair and reasonable, against which the dues and charges shall be adjusted.

97. **Charges based on weighing and measuring**—Where no basis for levying charges on cargo is available charge may be reckoned and recovered on weighing or measuring at the discretion of the Conservator. The cost of such weighing or measuring shall be borne by the owner or master, or by both.

98. **Charges on fraction of unit measurement**—Rates on all chargeable goods shall include weight or measurement of the packing and fractions of maund weight or foot measurement shall be regarded as full maund or foot respectively.

99. **Owner to protect goods from weather**—The protection from weather of all goods stacked on jetty or wharf or in or on open space shall be the sole responsibility of the owner of the goods. The Conservator may let on hire to owners of cargo such protective items as the Conservator may possess at such rates as may be determined and published, from time to time, by the Conservator.

100. **Hire of mobile crane**—Mobile crane possessed by the Conservator shall, when made available, be charged at the rate per crane of Rs. 15·00 per hour or Rs. 100·00 per 8-hour shift, inclusive of operating cost.

101. **Hire of Cargo Carts**—Hand carts possessed by the Conservator shall, when available, be charged at the rate per cart of Rs. 5·00 per hour or Rs. 35·00 per 8-hour shift.

102. **Charges of overside handling**—A landing or shipping charge equal to half the landing or shipping charge as specified in rule 79 (I) (A) will be recovered for goods discharged or shipped on the moorings overside and delivered directly to the consignees.

103. **Scaled charges for vessels with unworked cargo**—Vessels carrying cargo for discharge or waiting for cargo to be loaded, and lying at moorings, jetties or wharves owned or controlled by the Conservator, notwithstanding any existing statutory regulations heretofore enacted or notified, shall be charged at the rates as specified in rule 79 (I) (B) for berthing charge for a period of not more than two days. Thereafter, if discharge/loading is not done, at the rate notified by the Conservator from time to time charges for lying at moorings, jetties or wharves will be raised by 50 per cent. for every day or part thereof that the vessels remain without working cargo. The Conservator may, at his discretion, exempt payment of charges at enhanced rates in consideration of abnormal conditions affecting normal handling of goods.

104. **Goods exempt from charges**—Where labour for the purpose of discharge/loading is not employed by the Conservator the following goods may be landed or shipped without charge, namely:—

- (a) baggage and personal effects;
- (b) ships fittings and stores not meant for commercial use;
- (c) fodder for livestock on board vessels;
- (d) stevedore gear; and
- (e) ashes and rubbish from vessels.

105. **Licences for ship-chandlers**—Ship chandlers engaged in supplying provisions and other items to vessels within a port shall obtain a licence from the Conservator on payment of such fees as may be determined by him. The Conservator may revoke a licence, at any time, without any notice, for breach of any of the terms and conditions as may be specified by him therein.

106. **Licence for cleaning contractors**—No contractor, without a licence from the Conservator shall enter in or upon a port for the purpose of carrying out any work of any kind connected with or consisting of chipping, scrapping, cleaning or painting any part of any vessel in a port. The terms and conditions under which a licence may be granted by the Conservator shall be specified therein by him. Agents/Owners of vessels are allowed to undertake normal maintenance work of their vessels except major chipping, scraping in a port.

107. **Licence for supplying bunkers**—No person shall engage, without a licence from the Conservator, in any activity connected with the supply of liquid or solid fuel bunkers to vessels within a port. The terms and conditions of the licence shall be determined by the Conservator, and the Conservator may, for breach of any of the terms and conditions, revoke such licence at any time.

Section IX

LICENSING AND REGULATING VESSEL PLYING FOR HIRE EXCLUSIVELY WITHIN THE PORT.

108. **Licence to ply**—(1) An owner or a master of a vessel intending to ply within a port shall apply to the Conservator for a licence to ply a vessel within the port.

(2) A licence granted, under sub-rule (1) shall not be required to be renewed every year.

109. **Places to be used when plying for hire**—Vessels plying for hire, reward or pleasure shall use only those wharves or jetties or other places used for loading, discharging, embarkation or disembarkation as may be specified by the Conservator.

110. **Revoking licences**—(1) Any licence issued under the Rule 108 may be revoked by the Conservator, if in his opinion, such revocation is warranted in the public interest.

(2) An appeal shall lie to the Provincial Government against the order of revocation of the licence by the Conservator under sub-rule (1).

111. **Fees for issuance of licences**—The Conservator may register and issue licence to vessel and /or manjhi not required to be registered, surveyed and licenced under any other law for the time being in force, on payment of fees prescribed hereinafter.

Section X

LICENCE FOR VESSELS NOT COVERED BY SURVEY AND REGISTRATION CERTIFICATE

112. **Maximum number of crews and passengers**—Applicants for licences under these Rules shall place their vessels for inspection by the Conservator and the Conservator may approve the type and maximum quantity of cargo and/ number of passengers or crew to be carried by such vessels, which details shall be entered in the licences issued by the Conservator.

113. **Refusal to ply for hire**—No vessel including ferries registered and licenced under Rules of this section shall without lawful excuse refuse to ply for hire whenever so required.

114. **Timings to be enforced**—Movement timings approved by competent Authority shall be strictly followed by all vessels including ferries.

115. **Applying for registration and licensing**—Application for licence, under Rule 108 and registration under Rule 111, of a vessel shall be made, in writing, to the Conservator, and shall contain particulars of the owner's name and residence and description of the boat, and the number of passengers which it is intended to carry.

116. **Licencee to be in charge of passenger boats**—Every person requiring a licence to have charge of a passenger boat shall apply for the same to the Conservator, in writing, for plying within a port.

117. **Validity of licence**—Every licence granted under these Rules shall continue unless revoked or cancelled under the provisions of these Rules.

118. **Tonnage loading**—In the loading of a cargo vessel of any description the tons weight must not exceed the tonnage figure given on the licence certificate.

119. **Marking boats**—The number of every licenced and registered Sampan, ballam boat or craft of similar construction shall have to be painted on each quarter thereof in letters not less than four inches in length. On Sampans, these numbers shall agree with the number branded on the mast thwart.

120. **Rates for passenger boat licence**—The following fees shall be payable for the issue, of passenger boat licences granted under these Rules:

Schedule of Charges.

Items.	Rate of charges.
1. Registration and Licensing	Rs.2.00 per boat.
2. Boat plate showing number of licence, crew, passengers capacity (cargo) in Bengali.	Re.0.37 per plate.
3. Licence and metal ticket for persons in-charge of boats	Re.0.25 each.
4. Endorsement of change of ownership on licence ...	Re.0.75 per boat.
5. Issue of duplicate licence to boats or ticket to man-jhees in lieu of those defaced or lost.	Re.1.00 per plate.

121. **Number of passengers to be carried**—The owner or the person in-charge of any licenced passenger boat shall not permit a number of persons, in excess of that for which such boat has been licenced, to be carried therein at one time, and shall not permit such boat to ply for hire unless provided with the number of crew stated in the licence.

122. **Cleanliness**—All licenced boats shall be kept thoroughly clean.

123. **Computing the number of persons to be carried**—In the computation of the number of persons, excluding the crew carried on any passenger boat, two children below the age of 12 years shall be counted as one person and every two maunds weight of personal effect shall be counted as equivalent to one person.

124. **Obstruction by passenger boats**—No passenger boat shall obstruct free navigation in a port or the approaches to any mooring or landing place.

125. **Reporting accidents.** Whenever any accident occurs to a registered passenger boat, the person in-charge or the owner, shall at once proceed to the nearest Police Station and report the circumstances connected with the accident to the Officer-in-Charge of the Police Station. A report shall also be made to the Conservator.

126. **Unclaimed property**—When any property belonging to passengers or crew is left in a passenger boat unclaimed, the property so left shall at once be sent by the manjhi to the nearest Police Station.

127. **Production of licences**—Every licenced passenger boat, when plying for hire, shall carry its licence on board and the licence shall be produced on demand.

128. **Display of licence ticket**—Every person registered under these Rules shall be provided with a metal licence ticket upon which shall be legibly painted the number of his licence and every such person, when in-charge of a licenced vessel, shall carry the ticket with him. No person without such ticket shall be in-charge of any passenger boat.

129. **Display of permissible loads**—Every boat licenced to carry passengers shall be provided with, and exhibit a passenger boat plate on which shall be shown in Bengali the registered number of the boat, the licence number and the number of passenger and crew entitled to be carried.

130. **Renewal of licence tickets**—Whenever the number on any licence ticket becomes obliterated or defaced or ceases to be distinctly legible, and whenever any licence ticket has been lost or mislaid, an application shall be made to the Conservator for a renewal thereof and the Conservator shall supply a duplicate licence ticket.

131. **Return of licence tickets**—On the expiration or earlier termination of any licence the tickets shall be returned to the Conservator.

132. **Tickets not transferable**—No licence ticket shall be lent or transferred for use to any person by the holder and no such ticket shall be used by any unlicenced person.

133. **Spurious tickets**—No person in-charge of any registered passenger boat plying within the limits of the port shall use, or keep, or have any ticket, resembling, or intended to resemble, the metal ticket granted under these Rules.

134. **Charges for passengers and goods between vessels and shore**—The scale of charge for the hire of licenced boats plying between various points within the port limits shall be prescribed and published by the Conservator from time to time.

135. **Cargo vessel not to carry passenger**—A cargo vessel shall not, without a separate passenger-vessel-licence, carry any person other than the crew, and necessary guards in-charge of the cargo.

136. **Applications for registration and licencing**—Every application for licencing and registration of a vessel of any description shall be made to Conservator in writing, and shall contain particulars of the owner's name and residence and the tonnage of the vessel.

137. **Survey before licencing, and issue of licences**—(a) No licence shall be granted to any cargo vessel, until such vessel has been inspected and the Conservator is satisfied that it is safe for navigation unless the same vessel is in possession of a valid certificate from a competent authority:

Provided that every cargo licence granted under these Rules, shall continue in force unless it is revoked under the provisions of these Rules; such licence shall not be transferable and if the ownership of the vessel is changed, notice of the transfer shall be given to the Conservator before such vessel again plies in the port.

(b) The following fees shall be payable in respect of any cargo licence granted under these Rules to cargo vessel of any description, namely:—

- | | |
|--|---------------------------------------|
| (i) for registering, licencing and branding | ... Re.0.37 per ton capacity. |
| (ii) for the licence of the manjhee or the person in-charge. | Re.0.37 |
| (iii) for endorsement of change of ownership on the register and licence. | Re.0.75 |
| (iv) for the issue of a duplicate licence to a vessel in lieu of a licence that has been defaced or lost. | Re.1.00 |
| (v) for the issue of a duplicate licence to the manjhi or the person in-charge of cargo boat or flat in lieu of licence that has been defaced or lost. | Re.0.37 |
| (vi) for a temporary licence to register a cargo vessel for plying within limits of a port. | Re.0.05 per ton capacity for 30 days. |

138. **Marking of registration and tonnage**—The registered number of a vessel shall be branded or cut and painted in conspicuous white figures on both bows of the vessel, the figures not to be less than four inches in length. The tonnage shall also be cut or branded on the stern of the vessel.

139. **Production of licences**—The licence shall be produced whenever demanded and shall remain in the custody of the manjhi of the vessel or the servant or other licenced person in-charge of the vessel for the time being.

140. **Crews for laid up vessels**—When vessels are laid up, there shall be in-charge of them a sufficient crew to tend the lamps and ground tackle. The Conservator shall decide in all cases what is a sufficient crew.

141. **Cancellation of vessel's licence**—The licence of a vessel plying contrary to the conditions of the licence shall be liable to cancellation.

142. **Withdrawal of licence**—If any vessel becomes unsafe during the terms of its licence, the Conservator may withdraw the licence until it is properly repaired.

Section XI

RULES FOR THE MEASUREMENT OF TONNAGE OF VESSELS.

143. **Tonnage measurements for vessel**—The following formulas are to be used in the computation of tonnage, namely:—

$$\text{Tonnage} = \frac{L \times B \times D}{100} \times C$$

Where—

L—The length in feet from the inside of stern to inside of stern post the height of gunwale amidships;

B—The breadth in feet from side to side inside the seaming plank under the deck beam amidships;

D—The depth in feet from underside of deck beam amidships to upper side or floor ceiling plank;

C—The following factors—

0·64 for cargo Boats and Kisties;

0·77 for Ballam Boats;

0·9 for cargo flats;.

144. **Computing number of passengers**—In the case of a vessel carrying passengers, the number of passengers that may be carried shall be equal to 6 sft. at day and 9 sft. at night for each passenger.

Section XII

REGULATING FIRES AND LIGHTS

145. All rules and regulations, for use of light and fire and prevention of fire on board vessel on waterways and port, for the time being in force, shall be strictly observed by masters of all vessels in ports.

Section XIII

PENALTIES AND LIABILITIES

146. **Liabilities**—For the purpose of these Rules, the master of a vessel shall be considered as the owner's agent and any liability arising out of his action shall be the owner's responsibility.

147. **Liability for damages**—Causing any damages wilfully or through negligence whatsoever, to any wharves, jetties or property of any kind within a port and controlled by the Conservator shall be an offence against the Act and persons responsible therefor shall be dealt with in the manner as prescribed by the Act.

148. **Section 21 of the Penal Code**—The Conservator and its officers and servants shall, when acting or purporting to act in pursuance of any of the provisions of these Rules and the Act, be deemed to be public servants within the meaning of section 21 of the Pakistan Penal Code, 1860 (Act No. XLV of 1860).

149. **Indemnity against legal proceeding**—No suit, prosecution, or other legal proceedings shall lie against the Conservator or officers and servants of the Conservator in respect of anything done or intended to be done, in good faith, under these Rules and the Act.

APPENDIX I

FORM A

Form of Annual Declaration.

To

The Conservator,

I,....., Master/Owner of vessel (name)

.....Painted No.....of (place).....

Tons.....do hereby declare that no/the following additions or alteration have been made in the structure of this vessel since she was last measured. They affect/do not affect the tonnage of the vessel.

.....19.....

Master/Owner.

No..... of 19.....

Declaration accepted and returned to the Master/Owner for production within the period of one year at the office of the Conservator each time payment of Port Dues and Berthing charge is to be made by him.

Conservator,
East Pakistan Inland Water Transport
Authority.

APPENDIX II

FORM B

To

The Conservator,

Declaration required to be made by the Master of Vessel entering the Port.

1. I hereby declare that I have explosives on board, the particulars of where the cargo is stowed, description, marks and quantities of which are given below.

2. I hereby declare that I have Petroleum on board, particulars of where the cargo is stowed, the description and quantity of which are given below.

3. I hereby declare that I have Carbide of Calcium on board, particulars of where the cargo is stowed, the marks and quantities of which are given below.

Note.—Declaration not required should be struck out.

Master.

Date.....

Name of Vessel.....

Type of Vessel.....

APPENDIX III

FORM FOR DECLARATION OF A VESSEL

To

The Conservator,

I/We have to declare SS/MV..... of which I/We am/are the Agents/Master/Owner and shall pay all due charges on demand or presentation of bills by the Conservator, EPIWTA, will abide by all the Rules and Regulations of the EPIWTA, Ports, and will carry out all legal instructions issued by the Conservator.

The vessel is expected to arrive at the port of..... on.....19..... Her net tonnage is..... and she has on board.....tons of.....cargo. Her deepest draft is.....feet and a list of all heavy lifts over 2 tons is attached herewith.

Yours faithfully,

Agent/Master/Owner.

By order of the Governor,
M. J. R. KHAN, C. S. P.

*Joint Secretary
to the Government of East Pakistan.*