



# ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರ

ಅಧಿಕೃತವಾಗಿ ಪ್ರಕಟಿಸಲಾದುದು  
ವಿಶೇಷ ರಾಜ್ಯ ಪತ್ರಿಕೆ

ಭಾಗ - ೪ಎ Part - IVA	ಬೆಂಗಳೂರು, ಗುರುವಾರ ೧೧, ಡಿಸೆಂಬರ್, ೨೦೨೫ (ಮಾರ್ಗಶಿರ, ೨೦, ಶಕವರ್ಷ, ೧೯೪೭) BENGALURU, THURSDAY 11, DECEMBER, 2025 (MARGASHIRA, 20, SHAKAVARSHA, 1947)	ನಂ. ೮೦೯ No. 809
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## GOVERNMENT OF KARNATAKA

No. IDD 180 PSP 2024

Karnataka Government Secretariat,  
Vikasa Soudha,  
Bangaluru, Date:11.12.2025

### NOTIFICATION

The draft of the Karnataka Inland Vessels Rules, 2025, which the Government of Karnataka proposes to make in exercise of the powers conferred by sub-section (6) of section 5 and section 107 of the Inland Vessels Act, 2021 (Central Act 24 of 2021) is hereby published as required by sub-section (1) of section 107 of the said Act for the information of all the persons likely to be affected thereby and notice is hereby given that the said draft will be taken into consideration after 15 (fifteen) days from the date of its publication in the Official Gazette.

Any objection or suggestion which may be received by the State Government from any person with respect to the said draft before the expiry of the period specified above, will be considered by the State Government. Objections and suggestions may be addressed to the Secretary to Government, Infrastructure Development, Ports and Inland Water Transport Department, Ground Floor, Vikasa Soudha, Bengaluru - 560 001.

### DRAFT RULES

**1. Title and commencement** - (1) These rules may be called as the Karnataka Inland Vessel Rules, 2025.

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

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**2. Application and scope** - Save as otherwise expressly provided by rules notified by the Central Government under the Act and these rules. The provisions specified under Chapters I, II, III, IV, V and VIII of these rules shall apply to all mechanically propelled inland vessels registered in the State of Karnataka. The provisions specified under Chapters I, II, III, IV, V, VI and VIII of these rules shall apply to all Special Category vessels registered in the State of Karnataka. The provisions specified under Chapter VII and VIII shall apply to all non-mechanically propelled vessels registered in the state of Karnataka.

**3. Definitions-** (1) In these rules, unless the context otherwise requires,-

- a. "Act" means the Inland Vessels Act, 2021 (Central Act 24 of 2021);
- b. "Certificate of Survey" means the certificate of survey granted under sections 13 and 14 of the Act;
- c. "Enquiry" means and includes, but not limited to, the process of inspection of the vessel, machinery, articles on board. Verification of records of the vessel, and the like by the registering authority for the purpose of registration;
- d. "Form" means a form appended to in Schedule-I under form's manual.
- e. "Major conversion Modification" means and includes, -
  - i. change in Gross Tonnage of the vessel by more than ten percent;
  - ii. change of vessel type; or
  - iii. change of propulsion system or main engines or type of fuel;
- f. "Main drawings of the vessel" means and includes, -
  - i. general arrangement;
  - ii. main structural plans; Midship section, Profile and Decks, Shell Expansion; and
  - iii. machinery layout details including the Propulsion System;
- g. "Registrar of Inland Vessel" means any officer appointed as such by the State Government and includes Joint Registrar of Inland Vessel or Deputy Registrar of Inland Vessel, as per the provisions of item (b) of sub-section (1) of section (20) of the Act, to carry out the functions under the Act and these rules;
- h. "Schedule" means the schedule appended to these rules;
- i. "Section" means section of the Act;
- j. "Standard Procedures" means the procedures specified under the Act and to these rules;
- k. "State Government" means the Government of Karnataka;
- l. "State Mechanised Inland Vessel Rules" means the Rules in Chapters I, II, III, IV and V of the Karnataka Inland Vessels Rules, 2025;
- m. "State Special Category Inland Vessel Rules" means the Rules in Chapter VI of the Karnataka Inland Vessels Rules, 2025; and
- n. "State Non-Mechanised Inland Vessel Rules" means the rules in Chapter-VII of the Karnataka Inland Vessels Rules, 2025;
- o. 'owners' means the owners of a vessel;
- p. "Vessel" means an inland vessel or inland mechanically propelled vessel; and

- q. “Harbour Craft” means any vessel plying or any flat or cargo, passenger or other boat plying whether for hire or not and whether plying regular or only occasionally, or partly within and partly outside the port limits and registered under the State or Central harbour craft rules;
- r. “INDIVC” means Indian Inland Vessels Crew (INDIVC) Number
- s. “DGS” means Directorate General of Shipping
- t. “IWT” means Inland Water Transport

(2) “Central Government Rules” means the following rules made by the Central Government as amended, namely: -

- a. Inland Vessels (Central Database and Allied Matters) Rules, 2024;
- b. Inland Vessels (Crew and Passenger Accommodation) Rules, 2022;
- c. Inland Vessels (Design and Construction) Rules, 2024;
- d. Inland Vessels (Fire Fighting Appliances) Rules, 2022;
- e. Inland Vessels (Insurance, Limitation of Liability and Obligations of Service Providers and Service Users) Rules, 2022;
- f. Inland Vessels (Life Saving Appliances) Rules, 2022;
- g. Inland Vessels (Manning) Rules, 2022;
- h. Inland Vessels (National River Traffic and Navigation System) Rules, 2025;
- i. Inland Vessels (Prevention and Containment of Pollution) Rules, 2022;
- j. Inland Vessels (Registration and other technical issues) Rules, 2022;
- k. Inland Vessels (Safe Navigation, Communication and Signals) Rules, 2022;
- and
- l. Inland Vessels (Survey and Certification) Rules, 2022.

(3) The words and expressions used but not defined in these rules shall have the same meaning as assigned to them in the Inland Vessels Act, 2021 (Central Act 24 of 2021) and rules made thereunder.

## **Chapter I**

### **Survey, Certification and Registration Rules**

#### **Administration and Appointments**

**4. Appointment of Designated Authority** - For the purpose of implementing the provisions of the Act and rules made thereunder by the Central Government and these rules. The designated authority or an authorised officer or any other organization or body shall be appointed by notification of the State Government as specified in the Schedule-II.

**5.** The mechanically propelled inland vessels shall be designed and constructed on prior approval of the designated authority as follows: -

- a. Category ‘A’ vessels operating in Zone 1 shall be designed, constructed in accordance with the standards and design specified Inland Vessels (Design and Construction) Rules, 2024 made by the Central Government or the requirements of classification society, and shall be designed, and constructed and maintained under the survey of classification society. The Designated Authority shall carry out survey to ensure that the inland vessels are in compliance with Central Government Rules and these rules.

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- b. Category 'A' vessels operating in Zone 2 and Zone 3 shall be designed and constructed in accordance with the Inland Vessels (Design and Construction) Rules, 2024 made by the Central Government or the requirements of classification society. The Designated Authority shall carry out survey to ensure that the inland vessels are in compliance with Central Government Rules and these rules. As per the provisions under the sub-section (4) of section 12 of the Act, the Designated Authority may delegate the function to carry out the survey to a recognised organization or body.
  - c. Category 'B' vessels shall be designed and constructed under the survey of classification society, which is a member of the International Association of Classification Societies and or designed, constructed and maintained under the survey of the designated authority as per the Inland Vessels (Design and Construction) Rules, 2024 made by the Central Government.
  - d. Category 'C' vessels shall be designed, constructed and maintained according to the standards specified by the designated authority and maintained under the survey of the designated authority as specified in Schedule-VI to these rules.

**6. Intends and operated** - Inland Vessels shall therefore be designed, constructed and maintained for service in the most onerous zone (particularly challenging or harsh area where the conditions might be difficult for the vessel to operate in, requiring extra effort, strength, or design considerations) that it intends to operate in.

**7. Alterations or modifications of mechanically propelled inland vessel** - The alterations or modifications that will affect the strength, stability or safety of any mechanically propelled inland vessel, and the criteria thereof, shall be made after obtaining approval of the designated authority.

**8. Designing and constructing mechanically propelled inland vessels-** The procedure that shall be complied with in designing and constructing mechanically propelled inland vessels shall be as specified in Schedule-VI of these rules.

**9. Procedure for Survey of inland vessels and Certificate of Survey -**

(a) Procedure of survey of Inland Vessels, qualification of surveyors and submission of reports thereafter shall be as specified in the Inland Vessels (Survey and Certification) Rules, 2022 made by the Central Government.

(b) In addition to the provisions in sub-rules (a), (b) or (c) of rule 9, the Designated Authority shall carry out survey to ensure that the inland vessels are in compliance with Central Government Rules and these rules.

(c) All application for survey of Inland vessels shall be applied through the online portal". "<http://navic.iwai.gov.in>".

**10. Certificate of Survey** - (1) The fee for issuance of certificate of survey, shall be as specified under Schedule-IV.

(2) Any mechanically propelled inland vessel, which has been issued with a provisional certificate of survey or endorsement, may proceed on voyage or use in service, temporarily, pending the issue of the certificate of survey and subject to

the conditions as may be issued by the Designated Authority from time to time by circulars, orders or directives.

(3) An application made by the owner in Form-3, the Designated Authority may allow a mechanically propelled vessel to proceed on a voyage during the interval between the date on which the certificate the survey expires and the earliest possible date of renewal for reasons specified in the Schedule-X.

(4) The Designated Authority may, by virtue of powers vested on it under sub-rule (4) of rule 4 of the Inland Vessels (Survey and Certification) Rules, 2022; by general or special order; issue the additional conditions for granting of certificate of survey under the Act.

**11. Compliance requirements of the Inland Vessel rules** - The designated authority or appointed officers shall record the certification with regard to compliance of construction, design, modification or alteration, as the case may be; in the certificate of survey issued under the Act shall be and in accordance with provisions of the Inland Vessels (Survey and Certification) Rules, 2022 made by Central Government under these rules.

**12. Effect of Certificate of survey.**- For the purposes of sub-rule (4) of rule 5 of the Inland Vessels (Survey and Certification) Rules 2022 irrespective of place of registration of any mechanically propelled inland vessel, such vessel may be surveyed by the surveyors of the State, if at the time, when the survey of such vessel is due under the Act; such vessel is located within the inland waters of Karnataka.

**13. Suspension or Cancellation of Certificate of survey.**- If the owner, operator or master are found to operate the vessels in contravention of these rules or the conditions in the Notice served are not rectified within specified time from date of issuance of suspension notice, then the Certificate of Survey shall be cancelled and a challan in Form-18 (Challan for Detention) of Schedule-I of these rules shall be duly served to the owner of Vessel. The cancelled certificate shall be delivered to the Registrar.

**14. Official Logbook** - For the purposes of sub rule (1) of rule 22 of the Inland Vessels (Survey and Certification) rules 2022, the master, engineer and the engine driver of the vessel shall maintain the Official log book as specified in Form-5.

**15. Inland Vessel State Inspection** - (1) Harbour Crafts registered under Karnataka Harbour Craft Rules, 1963 shall need to be endorsed by the designated authority, every time they undertake a passage through or operate in the Inland waterways.

(2) Harbour Craft registered under Karnataka Harbour Craft Rules, 1963 shall pay a fee to the State Government as specified in Schedule-IV. If the same vessel engaged in commercial activities or operation in the Inland waterways

(3) Surveyor nominated by the designated authority, may inspect any inland vessel registered in other state when plying in its inland waters of Karnataka.

**16. Application for Registration** - All application for Registration of all inland vessels shall be applied through online portal to the Registrar as per Form-10 together with Form-8 of Schedule-I (Forms Manual) and shall contain the name of the owner and address.

**17. Places of Registry** - The Ports or Places of Registry that are approved for the purposes of Chapter-V of the Act and the rules made thereunder shall be as specified in Schedule-III.

**18. Registering Authority** - (1) By virtue of powers vested under clause (b) of sub-section (1) of section 20 of the Act, the details of the Registrar as notified by the state Government, shall be as specified in Schedule-II.

(2) No person shall be appointed as Registering Authority unless he possesses the following qualifications and experience, -

- i. possesses a degree in Mechanical Engineering or in Marine Engineering or Ministry of Transport First Class Certificate of Competency issued by Director General of Shipping, Government of India or equivalent certificate recognized by Government of India with 5 years sailing experience on vessels at Management Level; or
- ii. a basic degree in Naval Architecture with ten years of experience in sea going vessels or Classification Societies or Ship Building yards or reputed International Shipping Corporations or State Port Department; or
- iii. Diploma in shipbuilding with twenty years of experience in seagoing vessels or Classification Societies or Ship Building yards or reputed International Shipping Corporations or State Port Department; or
- iv. Port officers under the Department of Ports; or
- v. Master Mariner with five years of experience as surveyor with Directorate General of Shipping (DGS) / Inland Water Transport (IWT) Department / State Maritime Board.

(3) The State Government shall notify such qualifications or experience as may expedient from time to time in the official gazette.

(4) For the purposes of sub-section (2) of section 20 of the Act and the Inland Vessels (Registration and other technical issues) Rules 2022, the Registrar shall,

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- i. ensure that all documents as required for registration are received and are in order;
- ii. conduct inspection after giving a notice to the applicant informing the date and time of inspection;
- iii. for the purpose of such inspection the Registering Authority shall.
  - a. inspect the vessel or any part thereof or any machinery thereon or any article therein relevant to the purpose of such inspection;
  - b. call for any record from the owner or master of the vessel and examine it in so far as such records are relevant for the purpose of such inspection; and

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- c. have such assistance as he deems fit for the purpose of such inspection;
  - iv. issue or deny certificate of registration and maintain all records related to registration of vessels;
  - v. inspect any vessel under his jurisdiction, or get it inspected by an officer designated on his behalf at any time and to suspend the registration of the vessel if satisfied that it is unfit to ply in Inland Waters for such period as he deems fit;
  - vi. cancel certificate of registration after necessary formalities, if found necessary;
  - vii. issue duplicate copy of certificates issued by the Authority.

**19. Registration and Fees for Registration** - (1) All application for Registration of all inland vessels shall be applied through the Central Database online portal "<http://navic.iwai.gov.in>". to the Registrar of Vessels in Form-7 together with Form-8 of Schedule-I (Forms Manual) and shall contain the name of the owner and address.

(2) For the purpose of Registration of mechanically propelled Inland Vessel under the Act, the application for registration shall be accompanied by such fees as specified in Schedule-IV and the procedure for registration shall be as specified in the Schedule-X.

**20. Marking of Inland Vessel** - (1) Every inland vessel registered under these rules shall be marked as per the Inland Vessels (Registration and other technical issues) Rules, 2022 made by the Central Government.

(2) Language of marking shall be in Kannada, and Hindi or English and shall be marked in outer hull of vessel and shall be visible to identify.

(3) Every Vessel or Boat shall have a display board with the following information in a prominent place of the vessel or boat, namely: -

- a. Official Number or Registration Number.
- b. Place of Registration.
- c. Date of Last Survey.
- d. Maximum load of cargo or passengers it is allowed to carry.
- e. Insurance cover validity.

**21. Book of Registration** - (1) At every place of registry, a book of registration in Form-7 of Schedule-I, bound volumes with machine numbered pages or e-register shall be kept and maintained by the Registrar of inland vessels in which all the particulars in Form-7 of Schedule-I, shall be duly entered.

(2) The Registrar of Vessels shall, immediately or within one month after registering any inland mechanically propelled vessels, send to the State Government a report of registration, together with the number of every certificate which shall be so granted by it. The State Government may specify the manner and period of reporting as deemed necessary.

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(3) The Designated Authority shall on behalf of the State Government report and update the Central Government in respect of, -

- a. the designated ports and places of registry under its jurisdiction;
- b. the details of officers appointed or authorized for registration under these rules; and
- c. the details of registrations as entered in the book of registry.

**22. Registration of modifications or alterations** - (1) No alteration or modification which affects the strength, stability or safety of the vessel shall be made without the prior approval in Form-9 of Schedule-I.

(2) Subject to section 28 of the Act, where a mechanically propelled inland vessel is altered or modified affecting the strength, stability or safety of such mechanically propelled inland vessel, the owner, operator or master of such vessel shall make an application in Form-9 of Schedule-I verified by the surveyor to the Registrar of Inland Vessels along with the original certificate of survey, in Form-4B (Registration) in which such alteration or modification was allowed, and proof of fees as specified under Schedule-IV.

(3) The Registrar of Inland Vessels on receipt of the application Form-9 of Schedule-I shall either cause the alteration to be registered or direct that the vessel be registered afresh. The decision of the Registrar, whether to record the alteration or to register the vessel a new shall be in accordance with the Inland Vessel (Registration and Other Technical Issues) Rules, 2022 made by the Central Government.

**23. Suspension of certificate of Registration-** (1) For the purpose of sub-section (3) of section 31 of the Act, if any mechanically propelled inland vessel is found to be unfit to operate, the Registrar of Inland Vessel after inspection shall issue a show cause notice to the owner, operator or master stating the reasons and circumstances under which the vessel has become unfit to ply in inland waters.

(2) The owner, operator or master of the inland mechanically propelled vessel shall reply to the show cause notice appear in person or through a pleader along with a representation and documentary proof of compliance, if any, before the Registrar of Inland Vessels within fifteen days from the date of receipt of show cause notice.

(3) Notwithstanding anything contained herein, if the Registrar of Inland Vessels is not satisfied with the reasons adduced by the owner, operator or master, in response to the show cause notice issued under sub-rule (1); he shall issue the order of suspension of the certificate of registration to owner of the vessel, with immediate effect, along with the reasons thereof and the conditions to be complied with in the specified period for withdrawal of the order of suspension, accordingly update the records maintained by him.

**24. Cancellation of Certificate of Registration** - (1) If on inspection by the designated officer, the inland mechanically propelled vessel is found unfit to ply in any inland waters, the Registrar of the Inland Vessels shall issue a show cause notice to the owner, operator or master stating the reasons the vessel is not fit to ply in inland waters

(2) The owner, operator or master of the inland mechanically propelled Vessel shall reply to the show cause notice within fifteen days of its receipt and appear in person or through a pleader along with a representation and documentary proof of compliance, if any, before the Registrar of Inland vessels on the date scheduled by the Registrar for hearing.

(3) If the Registrar of Inland Vessels finds that the reasons adduced or the documentary proof of compliance submitted are in order, subject to physical verification of rectification of non-compliances, the Registrar of Inland Vessels shall close the proceedings with immediate effect.

(4) Notwithstanding anything contained herein, if the Registrar of Inland Vessels is not satisfied with the reasons adduced by the owner, operator or master, in response to the notice issued under sub-rule (1) he shall issue the order of cancellation of the certificate of registration to such persons concerned, with immediate effect, along with the reasons thereof and accordingly update the records maintained by him and e-registry.

(5) Upon cancellation of the certificate of registration, the Registrar of Inland Vessels shall update the State Database and Central Database with the details of such cancellation and reasons adduced therein.

**25. Duplicate Certificate of Registration** - In case the certificate of registration is lost or destroyed, in Form-13, the Registrar shall issue the Duplicate Certificate of Registration with word “DUPLICATE” stamped on it. The registration records (State and Central database) shall be accordingly updated and notify the concerned parties.

**26. Mortgage of Mechanically Propelled Inland Vessel or share-** Subject to the provision of sub-section (1) of section 33 of the Act, a registered mechanically propelled inland vessel or a share therein may be mortgaged as per Inland Vessels (Registration and other technical issues) Rules, 2022. On the production of instrument in Form-12 of the said rules, the Registrar of Inland Vessels who granted the certificate of registration shall record it in the book of registry or e-registry and on certificate of registration.

## **Chapter II – Manning and Certification Rules**

### **Manning**

**27. Scope** - (1) The rules in this chapter are in compliance with the provisions specified for mechanized inland vessels in the Inland Vessels [Manning] Rules, 2022.

(2) The rules in this chapter applies to all mechanized inland vessels plying in inland waters of the state whether registered in the State or not.

**28. Category of Inland Vessels** - For the purpose of the rules in this chapter the mechanised inland vessels shall be classified in categories A, B and C as specified in the Inland Vessels [Manning] Rules, 2022.

**29. Minimum Manning** - (1) The category ‘C’ Inland vessel when in operation shall have the minimum manning on-board shall be as specified in the following table, -

**TABLE**

<b>Vessel Type</b>	<b>Zone</b>	<b>Deck</b>	<b>Engine</b>
Passenger or Cargo	1	One Serang or Master Class 3 and One General Purpose (GP) rating	One Driver Class 2
Passenger	2 and 3	One Serang or Master Class 3 and One GP rating	
Cargo	2 and 3	One Serang or Master Class 3 and one GP rating	One Driver Class2 or GP rating
Pleasure Craft	1,2,3	Pleasure Craft License and One GP rating	

(2) Any Mechanically propelled inland vessel of total propulsion power not exceeding 425 Kilo Watt shall be deemed to have complied with the requirements of master and engineer provided that such vessel has, as his master and engineer, a person possessing both certificates of appropriate class.

(3) In compliance with sub-rule (6) of rule 4 of the Inland Vessels (Manning) Rules, 2022 the Designated Authority may specify by general or special order, the minimum manning of higher order in addition to those prescribed by the Central Government in the respective rules; if factors such as nature of trade of the vessel, length of voyage, necessitates; prescription of such additional manning, in the interest of safety of life, property, environment and the inland waterways, from time to time.

**30. Appointment of Examiners and Examination** - (1) The State Government shall appoint Chief Examiner processing the qualifications specified in the Inland Vessels (Manning) Rules, 2022 and notified in Schedule-II to carry out the duties specified therein.

(2) The Designated Authority or such other officer as notified in Schedule-II, may by notices or circulars issue, the list of examination centres, and the norms and standards applicable to such examination centres and the conduct of examinations or assessments, from time to time.

(3) Subject to Inland Vessels (Manning) Rules, 2022, upon issuance of certificates of competency to the successful candidates, the Chief Examiner shall report the list of successful candidates who have been issued Certificate of Competency (CoC) to the Central Government or such other office appointed or authorised by notification by the State Government to maintain database of Certificate of Competency's issued.

(4) The list of examination centres, norms and standards applicable to such examination centres and the conduct of examinations or assessments shall be as specified by the State Government in Schedule-III. The Designated Authority may issue circulars from time to time in this regard.

(5) Each examination centre shall announce its examination schedule for various grades based on the assessment of local needs, ensuring adequate frequency of the examination so that the candidates do not have to wait for more than six months to appear in the examination from the date of application.

**31. Training and Training Institute** - (1) The Training Institute shall be approved and monitored by the Designated Authority as per the guidelines specified by the Central Government as per section 34 of the Act.

(2) The Designated Authority shall notify list of approved training institutes by the competent authority in Schedule-III for conducting courses specified by the competent authority.

(3) For the purposes of Chapter-VI of the Act, the training institute shall report to the Chief Examiner and the Competent Authority, for each course conducted, the list of trainees successfully completing the course within five days of completion of the course to update the trainee database.

**32. Issuance of Certificate of Competency and Certificate of Service and Reporting** - (1) The Designated Authority shall issue certificate of competency to successful candidates in Form-14 of Schedule-I.

(2) The existing Certificate of Competency shall remain valid till by 6<sup>th</sup> June 2027 or till such date as specified by the Central Government, or till the validity date endorsed on the certificate whichever is earlier. The "Certificate of Competency" issued by any State or Central Government authority under any other provisions of law of Government of India or State Government shall be revalidated as per Inland Vessel Act 2021, by 6<sup>th</sup> June 2027 or by such date as specified by the Central Government, after successfully completing the relevant revalidation courses specified under the Inland Vessels (Manning) Rules, 2022. The existing crew shall meet the requirements specified in Schedule-XV.

(3) The Designated Authority or such other officer as notified in Schedule-II may, upon satisfaction that the application received for issuance of certificate of service is in compliance with section 38 of the Act and the Inland Vessels (Manning) Rules, 2022, issue such certificate of service in Form specified in Inland Vessels (Manning) Rules, 2022 or in Form-15 of these rules.

(4) Subject to Inland Vessels (Manning) Rules, 2022, upon issuance of certificates of competency to the successful candidates, the Chief Examiner shall report it to the Central Government and to the Nodal officer appointed by notification in Schedule-II by the State to maintain database of Certificate of Competency's issued and update the central database.

**33. Examination and Application for Examination** - (1) The examination for certificate of competency shall be held by the examiner at the places of examination notified in Schedule-III in the State and on such dates as notified by the Examination Centre from time to time.

(2) Candidates intending to obtain certificate of competency shall meet the criteria specified in the Inland Vessels (Manning) Rules, 2022 for the grade, complete the preparatory and basic safety courses and submit the application for examination in Form-16.

(3) For the purposes of sub-section (2) of section 36 of the Act, the Examiners who have evaluated the candidates shall report the list of successful candidates to the Chief Examiner, within two working days from the date of finalization of the results, who shall then update the records accordingly.

**34. New Induction and Rationalization of existing Deck and Engine Crew-** (1) The induction of manpower to work on inland vessels after enactment of the Act, shall be thorough the General-Purpose Rating or Inland vessel cadet scheme. Candidates seeking induction to work on inland vessels shall meet the minimum educational qualification and age requirements as per the provisions specified in the Inland Vessels (Manning) Rules, 2022.

(2) The existing deck hands and engine hands rules shall be upgraded to General Purpose Rating by undertaking conversion and bridging courses as per the provisions specified in the Inland Vessels (Manning) Rules, 2022.

(3) The “Certificate of Competency” issued by any State or Central Government authority under any other provisions of law of Government of India or State Government shall remain valid till 6<sup>th</sup> June 2027 or till such date as specified by the Central Government and shall be upgraded after successfully completing the relevant revalidation courses specified by the Competent Authority.

**35. Endorsement of Certificate of Competency for Special Category Vessels** - (1) The Certificate of Competency of crew likely to work on special category vessels shall be endorsed by the designated authority on verification that the candidate has successfully completed the required course for the additional skill and has the relevant experience if deemed necessary.

(2) The list of courses and endorsement required on Certificate of Competency for special category vessels shall be as specified in Schedule-V.

**36. Suspension and Cancellation of Certificate of Competency** - (1) The State Government or any officer appointed or authorized under this Chapter shall issue notice to the holder of certificate to give him an opportunity of being heard before suspension or cancellation of certificates issued under this Chapter.

(2) In the event the Designated Authority is not satisfied with the reasons adduced under sub-rule (1), he shall issue the order of suspension or cancellation of the respective certificate issued under Chapter VI of the Act, with immediate effect, along with the reasons thereof and accordingly update the records maintained by him, and report it to the Competent Authority within thirty days. If a certificate issued under the provisions of this Chapter is suspended or cancelled, the holder of such certificate shall deliver it to the Chief Examiner.

(3) The Designated Authority shall maintain registers in electronic format to record, the details and data of the certificate, and the respective certificates, issued under this Chapter excessive delegations.

(4) The Designated Authority or official appointed shall report and update the Central Government with the information on data and details of certificates issued, granted, cancelled or suspended or such other remarks, made by the respective authority in regular intervals, as may be specified by the Central Government from time to time.

**37. Conduct of Holder of Certificate of Competency** - (1) The conduct of holder of Certificate of Competency shall be such as specified at schedule under the Inland Vessels (Manning) Rules, 2022 as amended.

(2) The Responsibility and Authority of Master is specified in the Central Manning rules, who is responsible for the vessel in accordance with rules and regulations issued by the Competent Authority, Designated Authority and Classification Society. The copy of Master's Responsibility and Authority shall be as specified in the Inland Vessels (Manning) Rules, 2022.

**38. Issuance of Seaman's Identification Record Book** - (1) The Designated Authority or such other officer as notified in Schedule-II shall, upon receipt of an application submitted by a holder of certificate of competency; through online portal for issuance of Seaman's Identification and Record Book, issue such Seaman's Identification Document and record book, which shall include the INDIVC Number.

(2) The officer appointed under sub-rule (1), shall record in record book, the details of the training courses completed from approved training institutes, and that of services done by each member of the crew on board the vessels registered under the Act.

(3) Upon issuance of the Seaman's Identification Document and entry in to the record book, the Designated Authority shall record the same in the register so maintained and accordingly, update the Administration database.

**39. Additional requirements** - (1) The Designated Authority may issue, by general or special order; additional requirements for safe navigation or operation of mechanically propelled inland vessels, other than those specified by the Central Government in sub-rule (1) of rule 8, sub-rule (1) of rule 9, sub-rule (1) of rule 10, sub-rule (1) of rule 11, sub-rule (1) of rule 12 and sub-rule (1) of rule 13 of Inland Vessels (Manning) Rules, 2022.

(2) For the purposes of rule 4 of the Inland Vessels (Crew and Passenger Accommodation) Rules, 2022, the Designated Authority may by general or special order, issue requirements, for crew and passenger accommodation, in addition to the requirements under the Act or the said rules and all mechanically propelled inland vessels, registered and / or while plying within inland waters of the Administration, shall comply with such additional requirements, issued by the Designated Authority from time to time.

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**Chapter III**  
**Operation, Navigation, Safety, Pollution Prevention, Detentions, Terminals**  
**and Reception Facilities and Emergency Preparedness Rules**

**40.** The provisions in this chapter are in compliance with the provisions of the Act, Inland Vessels (Safe Navigation, communication and signals) Rules, 2022 and the Inland Vessels (Prevention and Containment of Pollution) Rules, 2022.

**41. Safety Navigation, and compliance of procedure-** (1) 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 as specified in the 'Central Safe Navigation Rules' and the Central Prevention of Pollution Rules.

(2) The vessel owners and masters shall comply with the provisions for safe operation, navigation safety, communication and prevention and containment of pollution as per the Central Rules.

(3) The 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.

**42. Exemption of Inland Vessel-** The State Government may exempt any inland vessel that embodies features of a novel kind, from any provisions of these rules other than the Central Prevention of Pollution 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 specified under.

**43. Navigation safety with caution -** All mechanically propelled Inland Vessels shall navigate with caution and safety in the zones they are certified to operate as per the Central Safe Navigation Rules and the Central Prevention of Collision on National Waterways Regulations, 2002 notified by Inland Waterways Authority of India.

**44. Signals and Equipments -** All mechanically propelled Inland Vessels shall meet the specifications and requirements of signals and equipment based on classification and categorization of mechanically propelled vessels, to be complied with by such vessels shall be such as Central Safe Navigation Rules and the Prevention of Collision on National Waterways Regulations, 2002 notified by Inland Waterways Authority of India.

**45. Precautions and limitations of Mechanically Propelled Vessels -**

(1) All mechanically propelled vessels plying in the inland waters of the state of Karnataka shall adhere to the rules in this part and have due regard to the precautions required by the ordinary practice of seaman and limitations of the vessel.

(2) For the purposes of sub-rule (4) of rule 3 of Inland Vessels (Safe Navigation, Communication and Signals) Rules, 2022, the Designated Authority may by general or special order, issue requirements, in addition to the requirements under the Act or the said rules and all mechanically propelled inland vessel, while plying within inland waters of the State Government shall comply with such additional requirements.

(3) For the purposes of sub-rule (2) of rule 9 of the Inland Vessels (Safe Navigation, Communication and Signals) Rules, 2022, the Designated Authority may by guidelines or circulars, issue directions for any particular area of inland waters within the State Government, which requires special traffic regulation to ensure safe and smooth navigation.

**46. Equipments of Mechanically Propelled Vessels in Zone-1** - All mechanically propelled vessels operating in Zone-1 of the State are to be provided with the following equipment approved by BIS and ISO standards, namely: -

- (a) Very High Frequency (VHF) radio.
- (b) Class B Automatic Identification System (AIS) with display.
- (c) Global Positioning System (GPS) Navigator.
- (d) Binocular; Aldis lamp or searchlight; Rudder angle indicator.

**47. Equipments of Mechanically Propelled Vessels in Zone-2 and Zone-3** - All mechanically propelled inland vessels operating in Zone-2 and Zone-3 of the State are to be provided with the equipment as may be decided by the Designated Authority from time to time. The equipment to be approved to BIS and ISO standards as specified in Schedule-VI.

**48. Send a Signal to indicate the danger or distress** - (1) The master of a mechanically propelled vessel, while in the inland water limit, on finding or encountering a dangerous derelict or any other hazard to navigation in the inland waterways, shall immediately send a signal to indicate the danger or distress, or any such information to other mechanically propelled vessels in the vicinity and to the Designated Authority.

(2) The Master of Inland Vessel is obliged to render assistance to a vessel or aircraft in distress or a person in distress as specified in section 50 of the Act.

**49. Surveyors to Inspect Navigation aids, Lifesaving Applications etc.,** - The Designated Authority shall appoint or authorize such officers as surveyors to inspect and ensure that all mechanically propelled inland vessels plying in the inland waters of Karnataka shall comply with the requirements of navigation aids, lifesaving appliances, fire detection and extinguishing appliances and communication appliances as specified in the Act or Central rules made thereunder and these rules.

**50. Authorised officer under Inland Vessels (National River, Traffic and Navigation System) Rules, 2025** - (1) For the purposes of Inland Vessels (National River Traffic and Navigation System) Rules, 2025, the officers appointed or authorised by Designated Authority shall be as provided in Schedule-II.

(2) The officers authorised or appointed under sub-rule (1) shall ensure that all inland vessels registered or identified or recognised by the State or found to

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be plying within the State continue to comply with the Inland Vessels (National River Traffic and Navigation System) Rules, 2025.

**51. Inspection and Survey to Prevent Containment of Pollution - (1)**

For the purposes of sub-section (2) of section 53 of the Act, all mechanically propelled inland vessels shall be inspected and surveyed by the survey or appointed by the Designated Authority for compliance with requirements mandated under Chapter-IX of the Act and the Inland Vessels (Prevention and Containment of Pollution) Rules, 2022 as amended.

(2) Notwithstanding anything contained in these rules, for the purposes of section 99 of the Act, the State shall appoint or authorize advisory committee constituted by virtue of their respective Disaster Management Rules, prescribed under the Disaster Management Act, 2005 (Act No. 53 of 2005).

**52. Certificate of Compliance of Prevention and Containment of Pollution -**

Subject to the satisfactory surveys in accordance with the Inland Vessels (Survey and Certification) Rules, 2022, a certificate of compliance of prevention and Containment of pollution shall be issued by the Designated Authority in third Schedule of the Inland Vessel (prevention and Containment of Pollution) Rules, 2022, with maximum validity of five years. The certificate shall be displayed on the vessel and produced for inspection upon demand being made by the officer authorised or appointed for the implementation of the provisions of Chapter-IX of the Act and the Inland Vessels (Prevention and Containment of Pollution) Rules, 2022.

**53. Installation and Maintenance of Equipments -**

The officers to ensure construction, installation and maintenance of equipment of all mechanically propelled inland vessels and issue certificate of prevention of pollution, in compliance with the provisions of Central Pollution Prevention Rules and enforcement thereof shall be as appointed in Schedule-VII.

**54. Appointment of recognised Organisations and empanel officer -**

For the purposes of enforcement of provisions of Chapter-IX of the Act and the Inland Vessels (Prevention and Containment of Pollution) Rules, 2022, to carry out survey of vessels the Designated Authority shall appoint recognised organizations and empanel officers as notified in Schedule-II.

**55. Information of accidental spill of Pollutants -**

In the event of any accidental spill of pollutants from any inland vessel the owner, operator or master of such vessel shall inform the jurisdictional designated authorities of respective State Governments as specified in the State Disaster Management Plan, and the regional office of the State Pollution Control Board, Karnataka specified in Schedule-VII.

**56. Mitigating effects of Pollution -**

Designated Authority shall head the Command-and-Control Team (Disaster Management Plan) for mitigating effects of pollution taking assistance from State Pollution Control Board and to guide the owner, operator or master to carry out necessary measures to prevent such spill or discharge and thereby to ensure pollution containment. The Designated

Authority shall also inform the District Magistrate of the district in which the vessel is located, who shall activate the District Disaster Management Plan for mitigating effects of pollution and its effects.

**57. Designation of Ecologically Sensitive Areas** - The State Government may in the designate ecologically sensitive areas, by notification, stipulate reductions, to the limits of emission of Nitrogen Oxides specified for Marine Engine Diesel Engines of 130 KW and above under the Central Pollution Control rules.

**58. Non-Compliance of Procedure** - The procedures of survey of compliance to the rules in this chapter or of non-compliance thereof and withdrawal of the Certificate of compliance for prevention and containment of pollution or the procedure in case of an accident affecting the pollution prevention equipment or integrity of the mechanically propelled inland vessel shall be as per rule (14) and (17) of these rules.

**59. After Surveys no Change or Modification of Equipments** - After the survey of the mechanically propelled inland vessel has been completed, no change shall be made in the structure, equipment, systems, fittings, arrangements or material covered by such survey without the sanction of the Designated Authority as per Inland Vessels (Prior Approval for Alteration and Modification) Rules, 2025 except the direct replacement of such equipment and fittings.

**60. Report to Designated Authority about Accident** - The master or owner of the mechanically propelled inland vessel shall report at the earliest opportunity to the Designated Authority, whenever an accident occurs to the said vessel or a defect is discovered which substantially affects the integrity of the said vessel or the efficiency or completeness of its equipment as covered by these rules.

**61. Investigation to determine detailed Survey** - The Designated Authority shall cause investigations to be initiated by the surveyor or the authorized person to determine whether a detailed survey is necessary following an accident.

**62. Norms to operate Mechanically Propelled Vessels** - The mechanically propelled inland vessel shall be constructed, maintained and operated under the requirements and standards for pollution prevention and containment, the vessel shall operate as per norms specified in Schedule-VII of these rules.

**63. Duration of Inspection and Survey** - All mechanically propelled inland vessels shall be inspected and surveyed by the surveyor appointed by the Designated Authority for compliance with requirements and standards for pollution once every twelve months.

**64. Detention Officer** - (1) For the purposes of section 63 of the Act, the Designated Authority shall appoint detention officers, as specified under Schedule II. The Designated Authority shall, by special or general order, notices or circulars, issue the list and such other details of the appointees, from time to time.

(2) The designated authority or an officer appointed by the State Government may detain, forfeit or remove from the inland waters a mechanically propelled inland vessel, under the provision of sub-section (4) of section 85 of the Act. The procedures for detention, formality, fees and conditions, shall be as specified in the Schedule-IX to be observed by the designated officer, or officer appointed by the State Government for the purpose.

**65. Terminals and Reception Facilities** - (1) For the provisions of section 54 of the Act, the Designated Authority shall appoint surveyors as specified in Schedule-II, to inspect any cargo or passenger terminal within its jurisdiction, in order to ensure that such terminals are equipped for pollution containment and removal and are functioning satisfactorily, in compliance with the Act and the rules made thereunder.

(2) All cargo or passenger terminal established in the State Government, shall function in compliance with the provisions of the Act, Inland Vessels (Prevention and Containment of Pollution) Rules, 2022 and these rules.

(3) During inspection, if the Surveyor identifies that the cargo or passenger terminal is not properly equipped for containing pollution or removing pollutant materials, a notice shall be issued in writing to such owner or operator of the terminal detailing the deficiencies identified, along with necessary recommendations to rectify the deficiency and the time frame within which the recommendations are to be carried out.

(4) The owner or operator of any cargo or passenger terminal shall upon receipt of such notice issued under sub-rule (3), stop with immediate effect the usage of such terminal for any purpose, till the deficiencies are rectified and/or remedied and subsequently report to the Surveyor regarding such rectification, who shall upon satisfaction of such terminals being in conformity with the Act and these rules, issue a compliance certificate as specified in the Schedule-XIV.

(5) The owner or operator of any cargo or passenger terminal shall impose charges on the users of such facilities as per the rate of charges as specified in the Annexure-I of Schedule-IV.

(6) For the purposes of sub-section (5) of section 54 of the Act, the form and manner of the report of compliance to be submitted by the owner or operator of all passenger or cargo terminal shall be in Form TRMNL01 of Schedule-XIV.

(7) For the purposes of sub-section (6) of section 54 of the Act, the pollutants shall be discharged by owner or operator or master of the mechanically propelled inland vessel at port reception facilities as specified in Schedule-XIII.

(8) For the purposes of rule 8 of the Inland Vessels (Prevention and Containment of Pollution) Rules, 2022, the details of the shore reception facilities and suitable arrangements for the retention of garbage on board; shall be as specified in Schedule-XIV.

(9) The rates of charges to be received by the owner or operator of all cargo terminals or passenger terminals, providing reception facilities for pollutants, garbage and sewage shall receive charges as specified in Schedule-IV.

**66. Record of receipt of the waste** - The owner or operator of the passenger or cargo terminal shall keep a record of receipts of all waste (pollutants, garbage sewage etc.) received at the terminal and an annual report of compliance to be submitted by the port reception facility as prescribed in Schedule-XIII.

**67. Emergency Management** - The members and officials of the Emergency Management Team, on receipt of information under the Act or rules made thereunder or as directed by the Central Government or the State Government shall record the crisis as emergency and, shall adopt such measures as specified under Emergency Management Plan, and such other measures which are feasible and in best of the judgment necessary to minimise or counter such emergency.

**68. Assistance of the Navy coast guard etc.,** - The Emergency Management Team may request the navy, coast guard, any other emergency force, or any inland vessel available for such assistance as necessary through the State Disaster Management Authority.

**69. Report by Mechanically Propelled Inland Vessel acting Voluntarily** - Any mechanically propelled inland vessel acting voluntarily, for the purpose of saving life or vessel or providing basic amenities, shall report to the Emergency Control Room regarding the presence and reasons for the acts in writing, as early as possible.

**70. Disburse all basis amenities by the Emergency Management Team** - The members and officials appointed or authorised in Emergency Management Team shall disburse all basic amenities necessary and essential as it may deem fit, to the persons or vessels affected by such emergency.

**71. Report by Emergency Management Team** - The Emergency Management Team shall report to the Central Government or the State Government, the complete description of the events, consequences and such measures adopted to mitigate the emergency or minimize its consequences and the effectiveness of such measures in countering the emergency.

#### **Chapter IV**

#### **Insurance, Liability, Fund provision and Wreck Removal rules Wreck and Salvage**

**72.** The rules of this chapter are in compliance with the provisions of the Act, and Inland Vessels (Insurance, Limitation of Liability and Obligations of Service Providers and Service Users) Rules, 2022.

**73. Insurance** - For the purposes of Insurance, Liability, Fund provision and Wreck Removal, the State Government may, by general or specific order appoint persons in compliance with the designations and qualifications provided under the Schedule-II and such persons shall perform their functions in

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accordance to the conditions of appointment as may be specified the order, which shall be published in the official e-portal maintained by the State Government under these rules.

**74. Effective Implementation of rules** - For the purposes of effective implementation and administration of the rules on wreck and salvage specified in Chapter-V of Inland Vessels (Insurance, Limitation of Liability, Obligations of the Service Providers and Service Users) Rules, 2022 as amended. The Standard Procedures shall be following, namely: -

- a. Reporting of wrecks.
- b. Communication of information on wrecks.
- c. Possession, protection, delivery and sale of wrecks.
- d. Obstruction to navigation and fouling of moorings.
- e. Services rendered to vessels stranded or otherwise in distress.
- f. Buoys adrift or found ashore.
- g. Salvage procedures.
- h. Fees, receipts and expenditures.
- i. Register book of wrecks and salvage.

**75. Procedure for Wrecked, Stranded or in distress Vessel** - The vessel owners, masters or person in-charge of vessel, property or cargo, which is wrecked, stranded or in distress or who has found any vessel, property or cargo wrecked, stranded or in distress in the inland waters, shall comply with the procedures specified in Inland Vessels (Insurance, Limitation of Liability and Obligations of Service Providers and Service Users) Rules, 2022.

**76. Duties of receiver of the Wrecks** - The duties of the receiver of the wrecks is as defined in the Inland Vessels (Insurance, Limitation of Liability and Obligations of Service Providers and Service Users) Rules, 2022.

**77. Record by the receiver of Wrecks** - The receiver of wrecks or any officer appointed or authorised thereof, shall record the events of finding, marking, recovery or disposal of wrecks in the official register maintained or e-register and shall send a report in Form-17 to the State Government, the Competent Authority if relevant and to the central database.

**78. Formation of panel of valuers** - The designated authority shall form a panel of valuers as per qualifications specified in Schedule-II, for the purposes of determining the value of any property salvaged or for valuating any considerations made in determining the amount of salvage. The receiver or the court may appoint a valuer from a panel of valuers, empaneled by the designated authority under the Schedule-II.

**79. Liability of Claims** - The State Government shall appoint or authorise any designation of officers, for the purpose of detaining any mechanically propelled inland vessel in connection with a claim, or an offence under Chapter-XI of the Act. The administrative provisions and procedures of detention shall be as specified in Schedule-IX.

**80. Unclaimed Fund** - The procedures of apportionment of unclaimed fund constituted under sub-section (6) of section 64 of the act, for credit between the Development Fund constituted under section 86 of the Act and the Welfare Fund constituted under section 96 of the Act.

**81. Mechanically Propelled Vessels shall not used for Voyage without Valid Insurance-** For the compliance with the provisions of section 66 of chapter-XII of the Act, the Designated Authority or such other officer appointed as provided under Schedule-II, shall ensure that no mechanically propelled vessel is used for voyage in inland waters, unless there is in force an insurance policy which shall cover liability including passengers and crew as per schedule that may be incurred by the insured as per section 66 of chapter-XII of the Act and these rules. The cover shall be evidenced by certificate of insurance.

**82. Fine for Non-compliance** - Any non-compliance with these rules shall attract fines as specified in Schedule-IV.

**Chapter-V**  
**Casualty Reporting and Accident Investigation Rules**  
**Inquiry into Casualty, Accident or Wreck**

**83.** The rules of this chapter are in compliance with the provisions of the Act, and rules made thereunder by the Central Government.

**84. Inquiry into Casualty, Accident or Wreck** - For the purpose of inquiry into casualty, accident or wreck under this chapter, the authority and/or officers shall be appointed as per the designations, qualifications and criteria, specified in Schedule-II.

**85. Empanelment of Assessors** - For the purpose of empanelment of Assessors under this Chapter, the qualification, criteria and appointment of Assessors shall be as specified under Schedule-II.

**86. Information to the officer In-charge of nearest Police Station** - The owner, operator or master of a mechanically propelled inland vessel, shall give information of any wreck, abandonment, damage, casualty, accident, explosion or loss occurred to or on board such a vessel while in the inland waters, to the officer in- charge of the nearest police station and to the designated authority appointed for the purpose as mentioned in Schedule-II and the actions to be taken as per the Act specified in the Schedule-XI.

**87. Appointment of an Assessor** - In every inquiry, the District Magistrate may, if he thinks fit, appoint an assessor for the purposes of such inquiry provided if the inquiry is under the chapter-XIII of the Act, the appointment shall be made from the list of empaneled assessors else any person, the District Magistrate thinks fit as may be appointed.

**88. Assistance of Assessor** - Every person appointed as an assessor shall assist the District Magistrate in the inquiry and deliver his opinion as may be sought for, which shall be recorded in the proceedings.

**89. Publication of Report** - The report shall be published only after thorough investigation has been carried out and the report has been reviewed by the Directorate of Ports and Inland Water Transport of Karnataka.

**Chapter: VI**  
**Special Category Inland Vessel Rules**  
**Special Category Vessels**

**90. Identification of Mechanically Propelled Inland Vessels as Specified Category** - The Designated Authority shall identify mechanically propelled inland vessels as Special Category Vessels as per the criteria and standards specified by the Competent Authority and shall maintain the list of special category vessels identified here under.

**91.** The rules in this chapter apply to special category inland vessels identified by the Designated Authority and are in addition to the requirements and provisions of Inland Vessel Special Category Rules notified by the Central Government as per the Act.

**92.** The rules in this chapter are in addition to the rules specified for mechanically propelled inland vessels in Chapter-I through Chapter-V.

**93. Requirement for Construction of Special Vessels** - The special category vessels shall meet the requirement of construction, design, survey, registration, manning, qualification, competency, and the requirements in addition to those contained elsewhere, as may be specified by the Competent Authority.

**94. Survey of Special Category Vessels** - The special category vessels shall be surveyed in addition to the survey required by the rules contained elsewhere and is to survey the vessel for its fitness pertaining to the special category as per standards specified by the Central Government or the Competent Authority.

**95. Issue Specific requirements by the Designated Authority** - The Designated Authority, may by general or special order, issue specific requirements in addition to those prescribed under these rules.

**96. General** - The special category vessel identified by the Designated Authority shall meet the requirements pertaining to its special category for the following namely: -

- (a) Design and Construction.
- (b) Survey.
- (c) Registration.
- (d) Manning, Qualification and Competence.

**97. Design and Construction** - The specifications for the purpose of these rules, the Designated Authority may, by special or general order, specify

additional requirements other than those specified by the Competent Authority or those specified under these rules, for ensuring safety of passengers and environment. The design and construction of the special category vessels shall be as specified under Schedule-V.

**98. Registration** - (1) The owner or master of a mechanically propelled Inland Vessel who intends to register the vessel as special category vessel shall make an application to the Designated Authority in the Form-1(V)- SCAPL under Schedule-V along with the valid certificate of fitness, fee specified in Schedule-IV, for issuance of certificate of registration as prescribed by the Central Government.

(2) The special category vessel shall be registered as special category on submission of valid Certificate of Fitness (COF), Certificate of Insurance or Insurance policy covering additional risks if any due to special category.

(3) The registration number of special category vessel shall be suffixed by SPL. If the existing vessel is modified as a special category vessel its original registration number to be suffixed as SPL. The details of special category vessels to be maintained in database so that they may be easily filtered or sorted out.

(4) Revised Certificate of Registry shall be issued in case a mechanically propelled inland vessel is modified into special category vessel.

(5) For the purposes of sub-section (2) of section 42 of the Act, upon receipt of application in sub-rule (1), the Designated Authority shall issue certificate of registration, with the registration number in the form and manner specified in Schedule-V.

**99. Survey** - (1) For the purposes of Chapter-VII of the Act, the Designated Authority may appoint Surveyors and inspectors as provided in Schedule-II and the name and other details of such surveyors and inspectors shall be published by notices or circulars issued from time to time.

(2) On receiving the application for registration of mechanically propelled vessel as special category vessel, the Designated Authority shall appoint a surveyor who is experienced and empaneled as surveyor for the special category under which the vessel is intended to be registered. The appointed or authorized surveyor shall have requisite expertise/experience pertaining to the special category vessel for survey and issuance of certificate of fitness.

(3) The surveyor appointed shall, -

- a. verify for compliance with the provisions of the special category as per the Act and criteria specified by the competent authority or Central Government Inland Vessel Special Category rules;
- b. survey the safety features, gears and such other measures by which any mechanically propelled inland vessel, identified as special category vessel under this Chapter;
- c. verify that the vessel is equipped in accordance with the categorization of such vessel;
- d. verify the maximum carrying capacity of the vessel identified as special category vessel and specify the safety load line or the limits of load line to keep the vessel afloat, or such other criteria and conditions, other than

- those mentioned in the Act for the safe voyage of such inland vessel, as specified by state government and appended as Schedule-V;
- e. the fire-fighting, life-saving appliances and other safety measures of special category vessels shall comply and equipped in accordance with the categorization of vessel;
  - f. grant a certificate of fitness as specified in Schedule-V if the vessel complies with the requirements of clause (a) to (e); and
  - g. refuse to grant the certificate of fitness in respect of the application made if the vessel does not comply with the clause (a) to (e) or the provision of the Act, and record reasons thereof in writing.

(4) The Designated Authority shall appoint a surveyor to go on board any special category vessel, and inspect the vessel including the hull, equipment and machinery or any part or properties of such vessel.

(5) The owner, operator, agent, master and any such person in-charge of the special category vessel, shall make available all necessary facilities to the surveyor for inspection and survey, and all such information regarding the vessel and her machinery and equipment, or any part thereof, respectively, as the surveyor or such other officer may reasonably require.

**100. Manning, Certification and Competence** - (1) Additional manpower may be required for special category vessel depending on the special category and operations, same shall be ascertained by the surveyor at the time of survey and noted on the Certificate of Fitness.

(2) The manpower to be deployed on special category vessel shall be appropriately trained and certified to be competent for that special category. The training, examination and certification for additional competence for the special category to be as specified by the competent authority or as specified by the designated authority in Schedule-II.

## **Chapter VII**

### **Rules for Non-Mechanically Propelled Inland Vessels**

**101.** This chapter shall exclusively apply to Non-Mechanically Propelled Inland Vessels.

**102. Definitions** - (1) In these chapter, unless the context otherwise requires, -

- a. "Area of Operation" means the non-Mechanised Boats can only ply within Zone 3 as specified in clause (iii) of sub-section (2) of section 4 of the Act;
- b. "Boat ghat / Boat Terminal" means a platform/deck made of wood, brick, stone, iron, concrete, High Density Polyethylene (HDPE)/Fiber glass-reinforced plastic (FRP) floaters etc., for entering water bodies and shall be used to land on the banks of water bodies commonly used by personnel for embarkation / disembarkation of crew and passengers as well as for loading and unloading of cargo, animals and cattle, goods and materials etc.

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- Through barges/ boats under the charge and control of the State Government;
- c. “Boat in-charge” means is a Qualified GP rating who is either owner of the boat or is nominated by the Owner of the boat.
  - d. “Boat Surveyor” means a person appointed as such by the State Government authorized to carry out Inspection and surveys of Boats in accordance with these rules and issue certificate/suspend certificate/cancel the relevant certificate;
  - e. Cargo Boat / Barges” means any “Non-Mechanised Boat”, which ordinarily carries all kinds of movable or personal property including animals;
  - f. “Department” Means the Infrastructure Development, Ports and Inland Water Transport Department, Government of Karnataka or specified by the state government, authorised to carry out surveys / Inspections and issue /suspend / cancel Registration to the Boats and Personnel working on these boats;
  - g. “GP Rating” means a person having completed the training as per Inland Vessel (Manning) Rules, 2022;
  - h. “Manji /Tindal” means the individual who traditionally operate inland vessels but may not have formal qualifications or training.
  - i. “Non-Mechanised Boat” means Non mechanically propelled Inland Vessels or water craft, called by whatever name like Agarala, Nada Doni, Theppa, etc., in which the vessel is put into motion by solely employing human manpower through Oars or Mechanical pedals or by other similar means excluding mechanically propelled vessels; For the purpose of these rules, the Boat means a "Non-Mechanised Boat";
  - j. “Passenger Boat” means any Non-Mechanised Boat which ordinarily carries persons other than the “Boat in-Charge” and the crew;
  - k. “Registrar of Boats” means the Director Ports Member (Maritime & IWT Operations), Karnataka Maritime Board responsible for Survey / Certification / Registration of Non-Mechanised Boats as well as for collating and maintaining the database of Boats in the State. The competent authority has the power to appoint / declare as many Registrar of Boats, as it may deem fit;
  - l. “Salvage” means the process of recovering a boat and its cargo after an accident or other riverine casualty. Salvage may encompass towing, lifting a vessel, or effecting repairs to a boat; and
  - m. “Sports craft” means non-Mechanised boats such as kayak sorrow boats used for sports or for personal use or for any other such purpose, as long as it can be demonstrated that the boat is not used for any commercial purpose. The Provisions of these rules shall not apply to these boats/crafts;
  - n. “Survey date” means the date at which the First survey has been carried out and subsequent survey shall be carried out within three months of this survey date keeping the anniversary date same every year. The Anniversary date for Annual survey shall only change in case of Major repair or when new survey is carried out after cancellation of certificate of Registration;

(2) Expressions used but not defined under this chapter, shall have the same meaning assigned to them by the State Government or any authority or officers appointed herein, by special or general order or circular, unless defined in the Central Rules or Act.

**Note: -**

For the purpose of these rules, Inland vessels shall be classified as follows: -

<b>Categories Criteria</b>	<b>“A”</b>	<b>“B”</b>	<b>“C”</b>
Passenger capacity	More than 10 pax	More than 5 Pax and less than 10 pax	Less than or equal to 5 pax
Cargo carrying capacity	More than 5 tons	More 3 and less than 5 tons	Less than or equal to 3 tons
In case any Non-Mechanically propelled boat is carrying any Dangerous goods and Flammable liquids, other than for its domestic use, the relevant rules for category A vessel shall apply.			

**103. Registration of Cargo and Passenger “Non- Mechanised Boats”-** No person shall whether as owner or as servant shall ply a “Non-Mechanised Boat” to carry goods or passengers whether for hire or not or whether regularly or occasionally in the rivers, canals, lakes and reservoirs or on any other Inland water body, -

1. unless the “Non-Mechanised Boat” has been Registered as required under these rules and granted a Certificate of Registration in Form-11; and
2. unless the place of registration followed by the registration number assigned is painted on both sides of the Boat in white figures against a contrasting background of not less than 15cms in height and 2cms breadth in English Letters.

**104. Application for Registration-** (1) All application for Registration of a “Non-Mechanised Boat” shall be made through online portal to the Registrar of Boats as per Form-7, together with Form-8 of Schedule-I (Forms Manual) and shall contain particular of the name of the owner and address, the name of the "Boat in- Charge", the number of the crew, the description and tonnage of the “Non- Mechanised Boat” and in case of a passenger “Non-Mechanised Boat”, the number of passengers the “Non-Mechanised Boat” can safely carry.

(2) The applicant shall produce the “Non-Mechanised Boat” at such time and place as the Registrar of Boats shall direct.

(3) On receiving the application for registration of a “Non-Mechanised Boat”, the Registering Officer shall direct the Boat Surveyor to measure the “Non-Mechanised Boat” as required under rule 123 of this Chapter and Carry out an initial survey and Form-2 of these rules along with Annexure and shall enter the particulars in the Register of Boats as per Form-7 and on payment of fees specified in rule-131, a certificate of Registration in Form-11.

**105. Transfer of Ownership of Boat -** (1) Every transfer of owner ship shall be notified to the Registrar of Boats through online application in Form-10 (Schedule-I (Forms Manual)) and the original certificate of Registration along with the fees specified under rule-131 shall accompany such notification.

(2) Upon receipt of such application and specified fee, the Registrar of Boats upon verification shall endorse the new name on the Certificate of Registration or cause to issue a new Certificate of Registration as he may deem fit.

**106. Cancellation of Registration** - The Registered number of a “Non-Mechanised Boat” shall remain in force as an identification number throughout the whole working life of the “Non-Mechanised Boat” unless, -

- a. it is cancelled at the request of the owner; or
- b. the “Non-Mechanised Boat” remain without valid survey for a period of two years; or
- c. the “Non-Mechanised Boat” is declared unfit for further service by the Boat Surveyor; or
- d. the number cut on the “Non-Mechanised Boat” is obliterated.

**107. Load Line and Other markings to be marked** - (1) Every “Non-Mechanised Boat” having a registered tonnage exceeding Ten tons shall have load line indicated by a conspicuous mark cut into the hull of the Boat and painted white on Contrasting back ground. The owners in the presence of the Boat Surveyor shall make this mark at the time of Registration.

(2) Every Boat shall have a display board with the following information place data prominent place, namely: -

- a. registration Number.
- b. Place of Registration.
- c. date of Last Survey.
- d. maximum load or passengers it is allowed to carry.
- e. insurance cover validity in Hindi, Kannada and English.

**108. Application for Survey of “Non- Mechanised Boat”-** (1) Every application for the survey of a “Non-Mechanised Boat” shall be made through online portal to the Boat Surveyor and shall be signed by the owner in Form-1 (Survey) specified in Schedule-I and shall state the residential address, No. of Government issued ID, and contact information of the owner, the name of the Boat in-Charge, the number of the crew and the description and tonnage of the “Non-Mechanised Boat”.

(2) The applicant shall produce the Boat at such time and place as the Boat Surveyor shall direct for the purpose of licensing the Boat.

**109. Conditions for issuance of Certificate of Survey for “Non-Mechanised Boat”-** (1) No Certificate of Survey shall be granted in respect of any “Non-Mechanised Boat” until such Boat has been surveyed by the Boat Surveyor and he has satisfied himself that the following conditions are fulfilled,

- a. that the “Non-Mechanised Boat” has been surveyed by the boat surveyor and is in good condition and is suitable for the conveyance of cargo / passengers and complies with the provisions of these rules and certificate of Survey issued in Form-4A as specified in Schedule-I;

- b. that the tonnage of the “Non-Mechanised Boat” is as curtained in the manner specified under sub-rule (4) of rule-123;
- c. that the number of crew required for safe navigation of such “Non-Mechanised Boat” is in accordance with the provisions of rule-124;
- d. that such “Non-Mechanised Boat” is provided with adequate appliances for the pumping or bailing out or otherwise getting rid of bilge water and with serviceable ground tackle and other equipment necessary for safe navigation as per chapter-2 and 3 of Schedule-VI;
- e. the free board of the boat when fully loaded is ascertained with the provisions of sub-rule (4) of rule-123;
- f. that the boat if fitted with a caboose or fire place, is in a suitable position to the satisfaction of the Boat Surveyor; and
- g. the Boat shall be surveyed every year by Boat Surveyor and have bottom inspection done every 5 year except in those circumstances, where the surveyor is not satisfied with the Internal inspection of the boat.

(2) The Annual survey to be carried out within 3 months from the date of the last survey.

**110. Issue of Certificate of Survey to a “Non- Mechanised Boat”** - If the conditions under rule 109 are satisfied and necessary payment of fees as specified under in rule 131 has been made, the Boat Surveyor shall, -

1. Issue to the owner a Certificate of Survey, which shall contain the particulars of the boat, and the name of the Boat in charge, in Form-4B;
2. Cause the necessary particulars relating to the “Non-Mechanised Boat” to be entered in the Book of Registration in Form-7 of Schedule-I (Forms Manual); and
3. Cause to be painted, on both sides of the boat, the number assigned in the Certificate of Registration to such boat and place of registration.

**111. Duration of Certificate of Registration.** - The Certificate of Registration granted under these rules shall continue in force unless the vessel is damaged beyond repair / wrecked or it is revoked by the competent authority under the provisions of these rules.

**112. Certificate of Registration is Transferable and Endorsement of Mortgage -**

1. Certificate of Registration granted under these rules is transferable as per the provision of rules for Mechanically propelled vessels.
2. In case the Boat is mortgaged to any financial institution, the owner is obligated to provide this information to the department who in turn shall endorse same on the certificate of registration.
3. In case the owner wishes to sell the boat to another person, he must provide with No-Objection Certificate (NOC) from the financial institution after cleaning the loan amount, before executing the sale.
4. The Form-12 or Form-6 Inland Vessels (Registration and Technical Issues) given in Schedule-I (Forms Manual) to be proceed for documentary evidence of such mortgage.

**113. Application for renewal of “Non- Mechanised Boat” Certificate of Survey** - (1) The owner or his authorized agent in writing shall make an application for the renewal of a Certificate of Survey for a “Non-Mechanised Boat” to the Boat Surveyor or through the Registrar of Boats. The Boat Surveyor may at his discretion before renewing the Certificate of Survey require the boat to be produced for examination; and if he is of the opinion that the vessels satisfy the conditions specified under rule-109, may renew the Certificate of Survey for a period of one year with payment of fee specified under rule-131.

(2) If the owner, agent or Boat in-Charge fails to make application for the renewal of Certificate of Survey for the “Non-Mechanised Boat” within 60 days from the date of expiry of Certificate of Survey. Application for renewal after the expiry of 60 days will be imposed fine under rule-131.

**114. Certificate of Registration and Certificate of Survey to be produced on demand-** (1) Every Registered “Non-Mechanised Boat” when plying shall carry on board its Certificate of Registration and Certificate of Survey which shall be produced when required by the police or any officer duly authorized by the Collector or the Registrar of Boats or the Boat Surveyor and shall be delivered in case of “Non-Mechanised Boat” on the expiry or other determination of these two Certificates.

(2) In case of a Passenger Boat the Certificate of Registration shall be produced when required by any passenger for inspection

**115. Boat without certificate of Registration** - (1) If the Boat in-Charge of a “Non-Mechanised Boat” fails to produce the Certificate of Registration and Certificate of Survey as required under rule-114 the boat may be treated as a Boat without certificate of Registration unless satisfactory explanation is given to the Registrar of Boats or in his absence to the Boat Surveyor. He shall be imposed fine as specified in rule-131.

(2) The police or any other officer authorized by the Collector shall report to the Registering Officer regarding existence of such Boats without certificate of Registration.

**116. Re-survey.** - The Registrar of Boats shall, at any time, order a Registered boat to be re-surveyed without any charge.

**117. A Qualified GP Rating to be in charge of "Non- Mechanised Boat”** -No "Non-Mechanised Boat" shall be allowed to play unless it is in charge of a Qualified GP Rating registered by the Boat Surveyor and shall be called Boat In-Charge. The GP Rating(s) are required to be Qualified a required under the Act. and conditions fulfilled at the time when the boat is being Registered on payment of fees specified under rule 131. Any Boat in-Charge newly placed in-charge of a boat shall himself apply to the Boat Surveyor, who shall in turn verify same and endorse his name on the Certificate of Survey.

**118. Revocation of Certificate of Registration** - (1) The Certificate of Registration granted to any boat may be revoked, -

- a. whenever the boat is in the opinion of the Boat Surveyor, unfit for the purpose for which it is Registered;
- b. whenever any breach of the conditions of the Certificate of Registration or the rules has been committed by the owner or his agent or by any Boat in-Charge in charge of the boat; and
- c. at any time, the Registrar of Boats may deem fit for good and sufficient reasons.

**119. Duplicate Certificate of Registration** - If any Certificate of Registration granted in respect of a "Non-Mechanised Boat" is lost, the registering officer on an application made by the owner or agent of such boat, may issue a duplicate Certificate of Registration on payment of a fee shall be payable in accordance with the fee specified in rule-131.

**120. Limits of Loading** - The owner or his agent, or the Boat in-Charge of any Registered cargo "Non-Mechanised Boat" shall not permit to be loaded so as to sub merge the mark indicating the load water line.

**121. Action to be taken in case of an accident or Wreckage** - (1) Whenever any accident causing serious hurt to any person or material damage to any property occurs on board, or by means of any "Non-Mechanised Boat", the Boat in-Charge 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. He shall also report to the Boat Surveyor and Registrar of the Boats in writing.

(2) In case of sinking of boat due to accidents or otherwise the "Non-Mechanised Boat" owner or operating personnel shall immediately report the matter to the concerned authority or police.

(3) The boat owner shall also take immediate steps with in areas on able time for salvaging the boat in line with the provision of rules for Mechanically Propelled Inland vessels:

Provided that police shall register an FIR in this connection on his own information or on the basis of information received from the public.

(4) Casualty reporting and Accident Investigation to be carried out as per the provisions of Chapter-V. Casualty reporting and Accident Investigation rules for Mechanically propelled Inland vessels.

**122. Pumping out of bilge water from Non- Mechanised Boat** - All Non-Mechanized Boat must be provided with bailing arrangements to get rid of from a boat as often as possible for safe navigation, to the satisfaction of the Boat Surveyor.

**123. Measurement of non-mechanised Boat** -

1. Length of a "Non- Mechanised Boat" shall be measured in Meters from the inside of the stem post to the inside of the stern post.

2. The breadth shall be measured in Meters from side to side, inside the ceiling plank, under the deck beam amid ships. Where no ceiling plank is fitted the measurement shall be taken to the upper side of the sheer strategy.
3. The depth shall be measured in meters from the underside of the deck beam amid ships to the upper side of the floor ceiling plank. Where no ceiling plank is fitted, the measurement shall be taken to the upper side of the keelson.
4. The gross tonnage of the "Non-Mechanised Boat" shall be determined by the following formula.

$$\text{Gross Tonnage} = KV.$$

Where V = Total volume of all earning spaces of the boat in cubic meters and Kv = The coefficient as tabulated below:

Volume in Cubic Meters	Coefficient K
10	0.2200
20	0.2260
30	0.2295
40	0.2320
50	0.2340
60	0.2356
70	0.2369
80	0.2381
90	0.2391
100	0.2400
200	0.2460
300	0.2495
400	0.2520
500	0.2540
600	0.2556
700	0.2569
800	0.2581
900	0.2591
1000	0.2600

The values for coefficient K for intermediate volumes can be obtained by linear interpolation.

5. Every boat exceeding Ten tons shall have on its sides amid ships at a conspicuous mark 2.5 cms high and 15 cms wide cut and painted white to indicate the free board or greatest depth to which it may be immersed when fully loaded. The freeboard shall be calculated at the rate of 25 cms for every meter of depth.
6. Whenever a boat is registered to carry both passengers and cargo it shall be measured and marked with a load line in the same way as though it intended solely for carrying of cargo.
7. To ascertain the number of passengers that a passenger boat shall carry, multiply the superficial area in square metres of the floor space available for passengers by 1.8 and the result is the number of passengers that the boat shall be Registered to carry. Where benches or thwarts are provided the number of passengers to be carried may be calculated at the rate of 2 persons for every running meter of seating accommodation.

8. Whenever a "Non-Mechanised Boat" is registered to carry both passengers and cargo the total load shall be such that the load line marked on the boat is not submerged and the maximum number of passengers to be carried shall to be mentioned a prominent place.
9. To ascertain the number of persons in addition to the crew that may be carried, two children below the age of Twelve years shall be counted as one person and every 50 Kgs weight of luggage shall be counted as equivalent to one person.

**124. Requirement of Manning for Cargo and Passenger "Non-Mechanized Boat"/Manning Rules** - Every cargo "Non-Mechanized Boat" plying shall carry a minimum crew as given below, namely, -

- For Category-"A"- 3 GP Rating including Boat in-Charge.
- For Category "B" 2 GP Rating including Boat in-Charge.
- For Category- "C"-2 GP Rating including Boat in-Charge.

Every passenger boat when plying shall carry a minimum crew as detailed below:

- For Category -"A"-3 GP Rating including Boat in-Charge.
- For Category "B" 2 GP Rating including Boat in-Charge.
- For Category "C"-2 GP Rating including Boat in-Charge:

Provided that when cargo "Non-Mechanised Boat" is into with a Mechanised-towing launch half the above crew shall be considered sufficient.

Provided further that when "Non-Mechanised Boat" is laid up, there shall be in charge of them sufficient crew to look after them.

When the Non-Mechanised boat is plying only in lake/still waters-the crew on the boat maybe reduced by 1 crew member.

The Director, Ports and Member (Maritime and IWT Operations), Karnataka Maritime Board may modify the manning requirement for the boats as deemed necessary based on area of operation and duration of Operation.

For all other rules pertaining to Examinations and Exam Centres, Training and Training institutes, Certificate of Competency, Issuance Examination, Grant and Cancellation, shall be as provided in the Inland Vessel (Manning) Rules, 2022 and the Inland Vessels (survey and certification) Rules, 2022.

**125. Eligibility criteria for GP rating** - (1) Eligibility criteria for GP Rating for new candidates. -

1	Citizenship proof	Indian
2	Educational Qualification	Must pass 10 <sup>th</sup> Standard or Equivalent Examination or as per Inland Vessel Manning Rules, 2022. The Designated Authority may exempt the educational qualification for traditional boatman, fisherman for GP rating (Non-Mechanical Inland Vessel to be endorsed on the certificate).
3	Language known	Hindi/English/Kannada
4	Age proof	Minimum 18-25 years

5	Sailing Experience	NA
6	Theoretical Experience	Preparatory course
7	Physical fitness	Physical fitness in Form-1(Manning)from an IWAI/medical officer of district government health center/municipality approved doctor
8	Basic safety courses for Inland Vessel	Elementary First Aid Personal Survival Techniques Personal Safety and Social Responsibilities Fire Prevention and Fire Fighting Security Training for Seafarers with designated Security Duties

(2) Eligibility criteria for GP Rating for Existing candidates-

1	Citizen ship proof	Indian
2	Educational Qualification	8th Class. The Designated Authority may exempt the educational qualification for traditional boatman, fisherman for GP rating (Non-Mechanical Inland Vessel to be endorsed on the certificate).
3	Language known	Hindi or English or regional language of the state
4	Age proof	Minimum 18-50 years
5	Sailing Experience	12 Months-before these rules came into force
6	Theoretical Experience	Bridging Course and Conversion course from an approved Institute as applicable.
7	Physical fitness	Physical fitness in Form-1 (Manning) from an IWAI/medical officer of district government health centre/municipality approved doctor
8	Basic safety courses for inland vessel	Elementary First Aid Personal Survival Techniques Personal Safety and Social Responsibilities Fire Prevention and Fire Fighting Security Training for Seafarers with designated Security Duties

**126. Responsibility of a person in charge of a "Non- Mechanised Boat" -**

The owner, agent, or person-in-charge of any Registered "Non-Mechanised Boat" shall ensure the following, namely: -

1. That the boat is provided with the number of crew required under these rules.
2. That the boat is kept thoroughly dry and clean.
3. That the registration number is kept clearly painted as required under these rules.
4. That the Certificate of Registration is carried in the boat.
5. That the equipment specified in the Certificate of Registration is provided and maintained in good condition.
6. That the load line, in case of a cargo boat is kept clearly marked.
7. That the boat, if carrying cargo, is not loaded so as to submerge the mark indicating the load water line.
8. That the boat, if carrying passengers, does not carry persons in excess of the number for which it is Registered.
9. That the number of maximum passengers to be carried is written prominently as specified in these rules.

**127. Compulsion to Carry Passengers** - No person in charge of a Registered passenger boat plying for hires shall, without good reason, refuse to carry in such boat passenger tendering the proper hire.

**128. Lost Property** - When property belonging to any passenger is left in a passenger boat, the property so left shall at once be sent by the person in charge of the boat to the officer in charge of the nearest Police Station and the police shall take follow up action as per relevant provisions of law in this regard.

**129. Power to refuse admission of Passengers** - The Boat in Charge may refuse to admit any person to the boat as a passenger if he, -

1. Has not paid the fare; or
2. Is insane; or
3. Is suffering from an infection or contagious disease; or
4. Is drunk and in capable of taking care of himself; or
5. Is disorderly and causes annoyance to other passengers; or
6. When the boat is loaded to its full capacity.

**130. Conduct of Passenger** - No passenger on any boat shall, -

1. Carry any dangerous goods or fire arms or decayed food stuffs or any other offensive articles on any boat.; or
2. Obstruct the boat in charge or crew in the discharge of their duties; or
3. Damage or attempt to damage the boat or any article on the boat; or
4. Be drunk and disorderly, or drunk and incapable or taking care of himself; or
5. Commit any nuisance or act of indecency, or use obscene or abusive language; or
6. Without lawful excuse, interfere with the comfort of any passenger.

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**131. Fees, Fines, Charges, Penalties and Rules for detention etc.-**

1. The fees leviable for survey, registration, Licensing and inspection and endorsing change of Boat in-Charge is or boats and the fines and penalties for violation of these rules is given in the Schedule-IV of these Rules.
2. The Registrar of Boats may revise the fees and Penalties from time-to- time with approval from the competent authority as deemed fit.
3. The Registrar of Boats holds the power to detain any boat which is operating in violation of these rules. Detention of any boat, to follow Detention rules, specified in Chapter-III of these rules.

**132. Inspection of Boats** - Any boat at any reasonable time be inspected by the Registrar of Boats or the Boat Surveyor or by any other officer appointed on his behalf for the purpose of survey.

**133. Register of Boats and Data base to maintain** - All non-Mechanised crafts/boats plying on Rivers/canals/Lakes, reservoirs or on any other water-body shall be registered. The registrar of Boats is required to maintain the database of all such boats, plying within the area of their jurisdiction and shall subsequently submit the data base to the Director, Ports and Member (Maritime and IWT Operations), who shall maintain the database of all such boats plying within the State. Such data base shall be readily available for Inspection or any other purpose, whenever required by any higher authority. The register of Boats format shall be maintained in Form-7.

**134. Boats to be kept ready for relief work** - All boats Registered under these rules shall as far as practicable be kept ready for use in floods and cyclonic relief works. The District Magistrate or his authorized officer may requisition such boats if he feels necessary for public purposes on payment of charges to be negotiated or finalized by the Department.

**135. Breach of rules** - Every person violating any of the provision of these rules, shall be prosecuted and punished as per the sub-section 2 of the section 87 of the Act and rules made thereunder.

**136. Rash navigation and stacking of timber** - Whoever navigates, anchors, moors or fastens any vessel or raft or stacks any timber in a manner so rashly or negligently so as to damage a public ferry, shall be prosecuted and punished as per the sub-section (2) of the section 87 of the Act and rules made thereunder.

**137. Mis-conduct of passengers-** (1) Any passenger using any public ferry or using the approach to or landing the place thereof, who refuse to pay the proper toll or with an intent to avoid payment of such toll fraudulently or forcibly use such ferry without paying the toll or who obstruct any toll collector or lease holder of the tolls of a public ferry or any of his authorized assistant in any way in the execution

of their duty assigned under these rules, shall be prosecuted and punished in accordance with the sub-section (2) of the section 87 of the Act and rules made thereunder.

(2) Any passenger who after being warned by any such toll collector or lease holder of the toll of a public ferry or his authorized assistant not to take any animal, vehicle or other things into the boat or upon any bridge at such a ferry, which is in such a state or so loaded to endanger human life or property, or who refuses or neglects to leave or remove any animal, vehicle or goods from any such boat or bridge on being requested to do so, shall be prosecuted and punished in accordance with the sub-section (2) of the section 87 of the Act and rules made thereunder.

**138. Power to arrest** - The police officer may arrest any person for committing any cognizable offence under the provisions of sub-section (2) of section 87 of the Act and rules made thereunder, so far as violation of any of the provision of these rules is concerned on receipt of complaint from the crew or owner of the boat present at the spot or by the officers of the department.

**139. Assessment of damage** - Any Accident or Damage shall be assessed or investigated as per provisions relating to Mechanically Propelled Inland Vessels.

**140. Dissemination of weather information** - The Registrar of Boats or District Authorities shall arrange to provide the weather information at the Boat ghats or Boat Terminal at regular intervals especially when the adverse weather is expected in the region.

**141. Operation of Boat ghats or Boat Terminals** - The Boat ghats or Boat Terminals shall be operated by the local Panchayat Bodies, who shall have the power to collect toll from the users of the Boat ghats or Boat Terminals under the guidance of the Registrar of Boats.

**142. Use of Boats in case of State Emergencies** - The District Commissioner or District Magistrate is the authority to requisition boats during emergency or exigencies of administration. Necessary hire charges for use of boats along with crew shall be chargeable as per finalization of rates by State Disaster Management Authority (SDMA) (Subject to the crew members not exceeding the Minimum number of required to operate the boat as per rule-124)

**143. Insurance** - (1) All operators of non-mechanically propelled inland vessels must procure and maintain Personnel Insurance: Coverage for injuries or damages to crew and passengers.

(2) Insurance coverage shall be obtained from any insurance provider duly registered and approved by the Insurance Regulatory and Development Authority

(3) Minimum coverage limits for each type of insurance shall be determined by the State Government in consultation with relevant authorities and stakeholders.

(4) The details of the Minimum coverage limits for each type of insurance shall be as specified in Schedule-IV.

(5) Non-compliance of the provisions of this rule shall levied penalties as specified by Infrastructure Development, Ports and Inland Water Transport Department, Government of Karnataka, which may include fines, suspension of vessel operations, or legal action.

(6) The details of Penalties for Non-Compliance for Boat Owners shall be as specified in Schedule-IV.

(7) Infrastructure Development, Ports and Inland Water Transport Department, Government of Karnataka through Karnataka Maritime Board shall initiate awareness and educational programs to inform vessel owners and operators about this insurance rule and its benefits through its welfare schemes.

**144. State Government approved routes-** The Operators of the Non-Mechanised boats shall operate their boats only on the routes pre-approved by the State Government through the Director, Ports and Member (Maritime and IWT Operations), Karnataka Maritime Board who shall from time to time define the routes and stretches for non- Mechanised boats to play in the details for such routes and stretches as specified in Schedule-VIII.

**145. Prevention and Containment of Pollution -** (1) It is the responsibility of the owner or operator to ensure that the vessel is properly equipped and maintained for containment and removal of pollutants from all vessels to shore facilities in accordance with the provisions of the Act.

(2) Except in the case of a demonstrated emergency, the discharge into an inland waterway of any pollutant, is prohibited and the chemicals and substances specified in the Schedule-I of Inland Vessels (Prevention and Containment of Pollution) Rules, 2022.

(3) The crew and passengers shall be notified by placards or another information mode, of the discharge prohibitions and they shall be informed on the locations where garbage or pollutants which are generated on the boat, may be stored on board.

(4) For the purposes of protecting and preserving biodiversity, aquatic life and environment; and to minimise the damage caused by navigation of inland vessels, all inland vessels passing through areas notified as ecologically sensitive areas and protected areas shall comply with the applicable norms and standards, as specified by the Central Government under Environment (Protection) Act, 1986 (29 of 1986), the Wild Life (Protection) Act, 1972 (53 of 1972) and any other law for the time being in force.

(5) For the purpose of sub-rule (4), in the event of any accidental spill of pollutants from any inland vessel the owner, operator or Boat in-Charge of such vessel shall inform the jurisdictional designated authorities of respective State

Governments, and the State or Central Pollution Control Boards established under the Environment (Protection) Act, 1986 (29 of 1986).

(6) For the purpose of sub-rule (4), to mitigate the effects of pollution that is already caused or is likely to be caused, joint efforts shall be adopted by the respective designated authority or the State or Central Pollution Control Board to guide the owner, operator or Boat in-Charge to carryout necessary measures to prevent such spill or discharge and thereby to ensure pollution containment.

(7) Garbage-

- (a) Garbage shall be discharged at shore reception facilities and suitable arrangements for the retention of garbage on board shall be provided. Shore reception facility for the purpose of this rule means a local storage facility, receptacles, bins, etc provided by the terminal or local authority or as authorised by the terminal authority or by the Registrar of boats to collect the garbage.
- (b) Every non-Mechanised boat of category A and B shall display placards informing the crew and passengers of the disposal requirements of garbage.

(8) Oil or oily waste (from Cargo or domestic use)-

- (a) No oil or oily waste shall be discharged overboard and the material which is retained onboard shall be subsequently discharged to a suitable reception facility ashore and a record of all such discharges shall be kept onboard, and the receipt shall be kept for a minimum duration of three months.
- (b) Every inland vessel shall be equipped with a holding tank or equivalent arrangement of capacity to the satisfaction of the Boat Surveyor.
- (c) All Non-Mechanized boats where sewage is generated shall carry on board a bio-digester of such capacity sufficient for the number of persons on board.
- (d) The discharge of non-treated sewage into inland waterways is prohibited.

(9) Use of Antifouling Paints The use of environmentally harmful organic compounds in antifouling paints is prohibited.

(10) The Boat in-Charge shall be the designated person on board to ensure compliance with Prevention and Containment of Pollution rule and shall maintain a record of all Garbage or Oil residue or sewage or any other waste material removal from the Non- Mechanised Boat in-line with the local rules.

(11) Survey under these rules - During the annual inspection by the Boat surveyor, the condition Pollution Prevention arrangements and Equipment shall be checked and endorsed on the survey certificate by the Boat Surveyor.

The fees payable by the Boat Owner to the Terminal Owner or Operator for disposal of Garbage to be in line with the Schedule-IV (Fees charges, Penalties and their collection).

**146. Transition from Manjhi or Tindals to GP rating** - (1) Within three years from the date of commencement of these rules, all existing Manjhis or Tindals to complete the formal training from an approved institute to become a GP Rating.

(2) All the new manning on the non-Mechanised boats after these rules come into force shall be in accordance with these rules.

(3) The Manjis or Tindals working on non-Mechanised boats wishing to complete their desired training within eighteen months of implementation of these rules shall be sponsored by IDP and IWT Department, Government of Karnataka, through the welfare fund created under rule-148.

(4) The Criteria for transition from Manjhi or Tindal to a Qualified GP Rating is given in sub rule (f) of rule-19 of the Inland Vessels (manning) Rules, 2022.

**147. Integration of Existing boats to follow Latest rules. All of the existing non-Mechanised boats shall, -**

1. undergo Inclining experiment, Underwater Inspection by way of taking hull out of water and Reserve Buoyancy test within two years of these rules coming into force and results of it to be provided onboard. Such tests carried out on any one of sister vessel shall be deemed acceptable for all such vessels to the satisfaction of the Boat Surveyor.
2. shall endeavor to employ the new personnel with certification as per these rules and the existing boats manned as per these rules within three years of implementation of these rules.

**148. Welfare Fund or Subsidies-** A Separate Authority shall be created under Infrastructure Development, Ports and Inland Water Transport Department, Government of Karnataka to create a welfare fund where by income shall be generated by sales of tickets or levy of cess or surcharge etc. from the Boat or Terminal operators and users of the Inland waterways as well as through the Corporate Social responsibility (CSR) of Stakeholder Companies which shall in-turn be used to further develop the sector by,-

1. creating awareness and conducting knowledge dissemination sessions for educating the owner, operator and service user on improvements required for safe navigation;
2. provide or conduct training such as below, but not limited to Jal Yatri Sahayak Course, Passenger Safety Course for terminal operators;
3. provide Boat Ambulances, Rescue Boats and other such crafts in all vulnerable water bodies;
4. provide equipment and devices of safety and navigation at a subsidized rate;
5. provide support or relief during casualties, accidents or such emergencies; and
6. for such other purposes as it may deem fit.
7. SOP for organization and raising of funds shall be provided.

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## Chapter VIII

### Pilotage and Miscellaneous Provisions

**149. Training to the Pilotage** - The pilotage authority shall provide for the training, examination, qualification, certification and licensing of pilots who are empaneled in the list of pilots.

**150. Provisional Certificate** - Where a certificate of survey cannot be issued the surveyor may issue a provisional certificate as per procedures specified in Schedule-X.

**151. Wreck and Casualty** - The wreck, abandonment, damage, casualty, accident, explosion or loss occurred to a vessel or on board such a vessel while in the inland waters, to be reported the officer in-charge of the nearest police station and to the designated authority appointed forms specified in Schedule-XII.

**152. Inquiry** - The State Government has defined the procedures for holding inquiry under sub-section (3) of section 75, and powers of the District Magistrate holding the inquiry as specified in Schedule-XII.

**153. Fees and Additional Fees** - The fees or additional fees, that are either specified under the rules or notified by the Administration and as made applicable, shall be paid by the concerned person in advance in accordance with the rate and manner specified under Schedule-IV.

## Chapter IX

### Grievances and Appellate Authority

**154. Grievances** - For the purpose of these rules a grievances redressal forum and a mechanism for receiving the Grievances, addressing and keeping a record of their redressal is in place which is given in Schedule-XVI.

**155. Committee to tackle problems** - The State Government shall form a committee which looks after such situation which is not mentioned in present set of rules arose, State Government can make committee to take necessary steps to tackle such problems. The Procedure for such mechanism is given in Schedule-XVI buffer time for same is granted up to two years from the implementation of Karnataka Inland Vessel Rules, 2025.

**156. Repeal and savings** -The Karnataka Inland Vessels Rules, 2006 are hereby repealed:

Provided that, the said repeal shall not affect, -

- a. the previous operation of the said rules or anything duly done or suffered there under, or
- b. affect any right, liability or obligation acquired, accrued or incurred under the said rules.

The above Notification is issued with the concurrence of Finance Department vide Note No: FD 377 EXP-1/2025, dated :27-11-2025, Department of Parliamentary affairs vide Note No: ಸಂವ್ಯಶಾಇ 292 ಆಶಾರ 2025 dated: 25.11.2025, Law Department vide Note No:ಁ/851/ಅಭಿ/2025, dated :08.12.2025 and Cabinet vide Subject No.C-1003/2025, held on 04.12.2025.

By order and in the name of the  
Governor of Karnataka.

**(Nagarathnamma.G)**

Under Secretary to Government,  
Infrastructure Development, Ports and  
Inland Water Transport Department(Ports)

**List of Schedules**

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II	Appointments and Empanelment	4, 18, 30(1), 32, 32(3), 32(4), 38(1), 50(1), 54, 64(1), 65(1), 73, 78, 81, 84, 85, 86, 99(1), 100(2)	
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**Schedule- I (Forms Manual)**  
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2	2	Declaration of survey	104(3)	
3	2A	Record of equipment and vessel information (Annexure to Form-2)		
4	3	Application for provisional certificate of survey	10(3)	
5	4A	Certificate of Survey - Category 'A' Vessel	109(1)a	
6	4B	Certificate of Survey - Category 'B' or 'C' Vessel	22(2), 110(1)	
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9	7	Book of Registration	19(1), 21(1), 104(1), 104(3), 110(2), 133	
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12	10	Application for Transfer of Registry	105(1)	
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**Survey and Certification Forms**

**Form- 1 (Survey)**

**Form of application for conducting  
survey of Inland Vessel [see rule 98, 108,  
125]**

**Date:**

**Place:**

**To  
Surveying Authority at  
Port**

.....

**Application for Category: A/B/C Survey of Inland Vessel**

I or We, the authorised persons under the law hereby apply to you to make necessary arrangement for the Initial or Periodical or Dry Docking or (strike out the not applicable ones) of the Inland Vessel detailed below.

The particulars of the vessel are as under;

1. Name of vessel:
2. Official no. of the vessel:
3. Port of Registry of vessel:
4. Tonnage (i) Registered .....
5. Type of the vessel:  
(Passenger or Passenger-cum-Cargo or Tanker – state type, etc.)
6. Category of the Vessel:
7. Year of Build:
8. Name and address of Builder:
9. Hull Dimensions:
10. Place and date of last survey:
11. Type and BHP (Brake Horse Power) of main propulsion Machinery:
12. Details of other machineries:
13. Owner’s name and address with telephone no.:
14. Agent’s name and address with telephone no.:
15. Date and time of proposed visit of surveyor:
16. Place of proposed Survey:

Station ..... Signature of Owner or Master or Authorised Person Date  
.....

Enclosures:

1. Proof of payment of survey fee and other charges
2. Copy of last Certificate of Survey
3. Copy of Certificate of Registration (if already registered)
4. Document establishing the Authority of Authorised Person (if making request)

**Form- 2 (Survey)**  
**Form of declaration to be issued**  
**by the Surveyor [see rule 104]**

**Declaration of Survey**

Ref. No.:

Dated:

This is to certify that I have surveyed the Inland Vessel named \_\_, Official No. \_\_, in accordance with the Inland Vessel Act, 2021 and the rules made thereunder.

During the survey, the condition of vessel and its equipment was found, as detailed in the “Record of vessel Equipment and Vessel Information” attached as annexure to this Declaration of Survey

Based on the details contained in the Record of Vessel Equipment and Vessel Information together with the number and qualification of personnel manning the vessel, the vessel is fit for the service stated in the Certificate of Survey, and worthy of the trade or purpose stated therein.

This declaration of Survey is valid up to sixty days from the date of declaration mentioned above.

**Surveyor**

Enclosure: Record of Equipment and Vessel Information

**Annexure to Form- 2**  
**Record of Equipment and vessel**  
**Information [see rule 104]**

Name of Vessel	Type of Vessel	Category of Vessel	Number of Passengers	Official Number

Hull Material	Name of the Builder	Place of Build	Date of Build	Means of Propulsion	Total Brake Horse Power of Main Engine	Date of Engine Manufacture

Length	Breadth	Depth	Gross Registered Tonnage	Net Registered Tonnage

Fire fighting item	Number or type	Condition	Location
Fire Fighting Plan			
Fire Pumps (Mech)			
Fire Pumps (Hand)			
Portable extinguishers			
Fixed extinguishing system			
Fire Buckets			
Sand Boxes			
Hydrants			
Hoses, fittings and nozzles			

Equipment	Number	Type or condition	Location
Anchors			
Anchor cables or Chains			
Bilge pumps			
Winches			
Cranes			
Derricks			
Towing Equipment			
Ropes and Lines			
Collision mat			
Gangway			
Fenders			
Boat hook			
First Aid Kit			
Binoculars			
Waste Containers			
Heaving line			
Axe			
Torch			

Navigation Equipment	Number	Condition	Location
Navigation Lights			
Sound Signals			

Shapes			
Magnetic Compass			
Class B AIS			
Communication equipment			
Nautical publications			

<b>Location of passengers on specific decks and spaces in maximum loaded condition</b>							
Deck or Space							
Maximum number of Passengers							

<b>Freeboard</b>				
Minimum freeboard,				
Number of Passengers				
Cargo (tonnes)_				

<b>Life-Saving Equipment</b>	<b>Number</b>	<b>Type or condition</b>	<b>Location</b>
Lifejackets			
Life rafts			
Launching arrangements			
Flotation Devices			
Lifebuoys			
Flares – Parachute			
Flares – Hand-held			
Smoke Signals			
Life raft equipment Emergency Communications			

<b>Machinery/Electrical</b>	<b>British Horse Power</b>	<b>Type/Condition</b>	<b>Location</b>
Main Machinery			
Main Generator			
Emergency Generator			
Main Steering Gear			
Auxiliary Steering Gear			
Switchboard			
Shore Connection			
Batteries			
Signal Light Switches			

<b>Accommodation/Safety</b>	<b>Condition</b>	<b>Comment</b>
Escape routes		
Washrooms		
Toilets		

Galley		
Mess room		
Water tanks		
Heating or cooling or ventilation		
Berth or locker		
Access to accommodation		
Lighting		
Machinery guards		
Guard rails		
Non-slip surfaces		
Ladders or companionways		
Noise insulation or protection or notices		
Foam flotation material: Density		

**Issued at:** ..... **on:** .....

(Signature of authorised official issuing the certificate)  
 (Seal of the issuing Authority)

**Form-3(Survey)**  
**Application for Provisional certificate of survey**  
**[see rule 10]**

From,  
 .....  
 .....  
 .....

To,  
 The Certifying Authority  
 .....  
 .....  
 ..... Sir,

**Subject: Application for Provisional certificate of Survey**

This has reference to the Declaration of Survey Ref No. ....  
 dated DD/MM/YYYY for the vessel with Official Number  
 .....

It is requested that a Provisional Certificate of Survey be issued which  
 is valid till such time a permanent Certificate of Survey is issued.

Yours faithfully,

Signature

Name of the Owner/Master/Authorised person

**Form-4A**  
**(Survey)**  
**Certificate of Survey - Category 'A' Vessel**  
**[see rule 109]**

Certificate of Survey No. \_\_\_\_\_ Zone of operation \_\_\_\_\_ Date of Issue \_\_\_\_\_ Date of Expiry \_\_\_\_\_. This is Certificate of Survey has been issued subsequent to Survey carried out of the below detailed inland vessel. Name of the Vessel \_\_\_\_\_ Official No. \_\_\_\_\_ Port of Registry \_\_\_\_\_ Certificate of Registry No. \_\_\_\_\_ Gross Tonnage \_\_\_\_\_ Registered Tonnage \_\_\_\_\_,

Freeboard Assigned \_\_\_\_\_mm, loading marks placed on the vessel's side: Yes or No, Name of the Master \_\_\_\_\_ Master's COC Grade \_\_\_\_\_ No. \_\_\_\_\_ Place of Issue \_\_\_\_\_ Name of the Engineer or Engine Driver \_\_\_\_\_ Master's COC Grade \_\_\_\_\_ No. \_\_\_\_\_ Place of Issue \_\_\_\_\_ Name and Address of Owner or Agent \_\_\_\_\_  
Date of Survey carried out \_\_\_\_\_ Place of survey carried out \_\_\_\_\_

**PLYING LIMITS (as applicable): -**

Within inland waters limits of -----

**CARGO or PASSENGER CAPACITY**

Maximum permissible cargo carriage capacity: \_\_\_\_\_tonnes and /or \_\_\_\_\_Passengers with \_\_\_\_\_ crew.

Safety equipment carried on the vessel:

No. of boats size and cubic	No. of buoyant apparatus or	No. of lifebuoys and lifejackets		Fire extinguishers			No. of anchors with their	Length size	
				Foam type	Soda acid	Dry Chemical Powder			

THIS IS TO CERTIFY that the provisions of the rules with respect to the survey of the above-mentioned Inland Vessel and the Transmission of declaration in respect thereof, have been complied with.

THIS CERTIFICATE, unless previously cancelled or revoked, to be in force until the \_\_\_\_\_ day of \_\_\_\_\_20\_\_\_\_.

**Examined and Registered**

**Signed by Surveying Authority**

**Form-4B (Survey)  
Certificate of Survey – Category B or Category C Vessel  
[Refer Rule 22, 110]**

Category of Vessel:

Certificate of Survey No. \_\_\_\_\_ Zone of operation: \_\_\_\_\_ Date of Issue \_\_\_\_\_ Date of Expiry \_\_\_\_\_

This is Certificate of Survey has been issued subsequent to Survey carried out of the below detailed inland vessel. Name of the Vessel \_\_\_\_\_ Official No. \_\_\_\_\_ Port of Registry \_\_\_\_\_ Certificate of Registry No. \_\_\_\_\_ Gross Tonnage \_\_\_\_\_ Registered Tonnage \_\_\_\_\_,

Freeboard Assigned \_\_\_\_\_ mm, loading marks placed on the vessel's side: Yes or No, \_\_\_\_\_ Name \_\_\_\_\_ of \_\_\_\_\_ the

Master \_\_\_\_\_ Master's COC

Grade \_\_\_\_\_ No. \_\_\_\_\_ Place of Issue \_\_\_\_\_ Name of the Engineer or Engine

Driver \_\_\_\_\_ Master's COC

Grade \_\_\_\_\_ No. \_\_\_\_\_ Place of Issue \_\_\_\_\_

Name and Address of Owner or Agent \_\_\_\_\_

Date of Survey carried out \_\_\_\_\_ Place of survey carried out \_\_\_\_\_

**PLYING LIMITS (as applicable): -**

Within inland waters limits of \_\_\_\_\_

**CARGO/PASSENGER CAPACITY**

Maximum permissible cargo carriage capacity: \_\_\_\_\_ tonnes and /or \_\_\_\_\_ Passengers with \_\_\_\_\_ crew.

Safety equipment carried on the vessel:

No. of boat's size and cubic capacity	No. of buoyant apparatus or Life rafts	No. of lifebuoys and lifejackets		Fire extinguishers			No. of anchors with their weight	Length size	
		Lifebuoy	Lifejacket	Foam type	Soda acid	Dry Chemical Powder		Anchor or cable	Hose

THIS IS TO CERTIFY that the provisions of the rules with respect to the survey of the above-mentioned Inland Vessel and the Transmission of declaration in respect thereof, have been complied with.

THIS CERTIFICATE, unless previously cancelled or revoked, to be in force until the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_\_.

**Examined and Registered**

**Signed by Surveying Authority**

**Form-5 (Survey) OFFICIAL LOG BOOK FOR  
AN INLAND MECHANICALLY PROPELLED VESSEL  
[see rule 14]**

Name of vessel	Official No.	Port of Registry	Survey certificate valid upto	Place where vessel shall be found generally stationed	Tonnage		Name of Master	Certificate of Competency No. and Date						
					Gross	Net								
							Issued by							
							Signature of Master							
Name and designation of crew : -														
Date	Sr. No. or Trip No.	Name of the loading or embarkin g point	Departure of loading or embarkin g point (If passenger vessel, attached or maintained list of passengers as per Annexure)				Arrival at unloading or disembarking point or Name of Mother vessel			Departure from unloading or disembarking point		Arrival at statione d point		Remarks
			Description	Quantity	Date	Time	Name of place or vessel	Date	Time	Date	Time	Date	Time	

Verification by Designated Authority Name and Designation of verifying officer:

Signature and Date

ANNEXURE FOR LOG BOOK (Details of passengers)								
Vessel Name:					Official No.			
Sr. No.	Date	Trip No.	Name and Address	Photo document	Identification	Photo document no	Identification	Signature

**DIRECTIONS AS TO KEEPING OFFICIAL LOGS**

An official log shall be kept in the specified form in every Inland Vessel.

1. The official log may, at the discretion of the master or owner, be kept distinct from or united with the ordinary ship's log so that in all cases the spaces in the official log book be duly filled up.

2. The importance of keeping this book properly, and duly making all the entries at the proper time, and with the strictest regard to form, cannot be too strongly impressed on masters. By neglecting to do so masters render themselves liable to heavy penalties, and their owners to serious loss whilst members of their crew will suffer inconvenience from not being able to obtain records of their services. The absence of proper entries will also prevent fines or forfeitures from being enforced and will tend to prevent the maintenance of discipline.
3. An entry required by the Act in the official log book shall be made as soon as possible after the occurrence to which it relates, and, if not made on the same day as that occurrence, shall be made and dated so as to show the date of the occurrence and of the entry respecting it.
4. Every entry in the official log book shall be signed by the master and by the officer or some other member of the crew and also
5. If it is an entry of injury or death, shall be signed by the medical officer on board, if any, and if it is an entry of wages due to or the property of a crew member who dies, shall be signed by the officer and by some member of the crew besides the master.
6. Every entry made in an official log book in the manner provided by these rules shall be admissible in evidence.
7. Care must be taken whenever there is a change of master to see that documents handed over are up-to-date.
8. Entries must be made in order of date, and no blanks should be left.
9. If any entry in the Official Log relates in any way to a member of the crew the page number is to be entered against the man's name in the Official Log and Index.

**Entries required to be made in official log books**

1. If any offence within the meaning of the Act of desertion or absence without leave or against discipline is committed or if any act of misconduct is committed for which the offender's agreement imposes fine and it is intended to enforce the fine:
  - a. an entry of the offences or acts shall be made in the official log-book and signed by the master and one of the persons employed or engaged in any capacity on board of the mechanically propelled vessel;
  - b. the offender shall be furnished with a copy of the entry and have the same read over distinctly and audibly to him and may there upon make such reply there to as he thinks fit;

- 
- c. a statement to a copy of the entry having been so furnished and entry having been so read over and the reply, if any made by the offender shall likewise be entered and signed in the manner aforesaid;
  - d. in any subsequent legal proceedings, the entries by this section required shall, if practicable, be produced or proved, and in default of such production or proof, the court hearing the case may in its discretion refuse to receive evidence of the offence or act of misconduct.
2. Every case in which the crew has faced shortage of food or drinking water.
  3. Every case in which a member of the crew is promoted to a higher grade of service with the date of such promotion, the grade and the rate of wages which the crew member is to receive.
  4. in cases of illness, frequent entries (daily if possible) showing the progress and treatment of patient.
  5. Every case of drunkenness or misconduct on the part of any member of crew whether the Master wishes the case to be investigated or not.
  6. Every important accident or damage to ship or cargo.
  7. Every conviction by a legal tribunal of a member of his crew and the punishment inflicted.
  8. a report on the quality of work of each member of his crew; or a statement that the master declines to give an opinion thereon with a statement of his reasons for so declining.
    9. Every case of illness, hurt or injury happening to a member of his crew with the nature thereof and the medical treatment adopted (if any).
    10. Every case of death happening onboard and the cause thereof, together with such particulars.
    11. Every birth happening on board, with the sex of the infant, the names of the parents and such other particulars.
    12. The name of every crew member who ceases to be a member of the crew otherwise than by death, with the place, time, manner and cause thereof.
    13. The wages due to any crew member who dies during the voyage and the gross amount of all deductions to be made there from.
    14. The money or other property taken over of any crew member who dies during the voyage.
    15. Any other matter which may be necessary for entry in the official logbook.

**Form- 6 (Survey)**  
**Application for Change of Name of the Vessel on Certificate of Survey [see rule 112]**

Ref. No.:

Dated:

From

To,  
The Chief Survey or of Inland Vessels,  
..... Sir,

Sub: Change of name of the vessel on Certificate of Survey No.:  
.....

I..... R/O  
.....being the owner or master of  
Inland Vessel .....(name) bearing Official No.  
Hereby request that the name of the vessel may be changed as (here enter the  
new name). The certificate of survey No..... dated  
..... in original and copy of Certificate of Registration are enclosed  
herewith for making the change of name.

Signature  
Name of owner or master

Enclosures: as stated above.

**Form- 7 (Registration)**  
**[see rules 19, 21, 104, 110, 133]**  
**BOOK OF REGISTRATION**

Registration \_\_\_\_\_ Number: \_\_\_\_\_  
 \_\_\_\_\_ Name of  
 Vessel \_\_\_\_\_  
 Port of Registry \_\_\_\_\_ Year of Registry \_\_\_\_\_  
 \_\_\_\_\_ Name of the  
 Owner \_\_\_\_\_  
 Address \_\_\_\_\_ of \_\_\_\_\_ owner  
 \_\_\_\_\_

**DESCRIPTION OF INLAND VESSEL**

Type of Vessel Cargo or Passenger etc \_\_\_\_\_  
 Category \_\_\_\_\_ Gross  
 Tonnage \_\_\_\_\_  
 \_\_\_\_\_

**PARTICULARS OF VESSELS**

Length \_\_\_\_\_ overall  
 Breadth \_\_\_\_\_ Extreme  
 \_\_\_\_\_ Depth  
 of underside of deck amid ships, at side \_\_\_\_\_  
 Builder Name \_\_\_\_\_ and \_\_\_\_\_ Address  
 \_\_\_\_\_ Year of Built  
 \_\_\_\_\_ Type  
 of Hull wood, steel, etc.  
 \_\_\_\_\_ Number of Decks  
 \_\_\_\_\_ No. of  
 Bulkheads \_\_\_\_\_  
 \_\_\_\_\_

**TRANSACTION**

Name of person from whom title is derived \_\_\_\_\_  
 No. of shares affected \_\_\_\_\_  
 Date of and hour of Registry \_\_\_\_\_

**ENGINE**

Internal combustion engine No. \_\_\_\_\_ Description  
 \_\_\_\_\_  
 No. \_\_\_\_\_  
 offsets \_\_\_\_\_

---

\_\_\_\_\_ Made by

---

\_ Year of Make

---

No. \_\_\_\_\_ of \_\_\_\_\_ cylinders \_\_\_\_\_ per \_\_\_\_\_ set  
 \_\_\_\_\_ Diameter of cylinder  
 in inches \_\_\_\_\_ Stroke in  
 inches \_\_\_\_\_  
 N.H.P. \_\_\_\_\_ B.H.P. \_\_\_\_\_ I.H.P. \_\_\_\_\_  
 \_\_\_\_\_

**PROPULSION**

Propeller Type: Single screw or twin screw or side quarter or Steerable  
 Rudder propeller or Voith or Waterjet or OBM  
 etc. \_\_\_\_\_ Revolution per minute  
 (RPM) \_\_\_\_\_ Speed of Vessel \_\_\_\_\_ Propulsion geared or  
 direct driven \_\_\_\_\_ Propulsion  
 type: Oil engine or Electric or Battery or Solar or other (*strike off whichever  
 is not relevant*)

REGISTERING AUTHORITY

Date\_

**SUBSEQUENT TO REGISTRATION**

Nature and Date of  
 transaction Name,  
 residence and  
 occupation  
 Number of transactions of transferee or mortgagee or other person acquiring title  
 or power

---

**Form-8 (Registration)**  
**Application for Registration**  
**[see rule 16, 19, 104, 144]**

**To,**  
**The Registering Authority,**

I,.....  
Resident of being the Owner or Master of an Inland Vessel hereby request  
that the said vessel be  
registered at the..... and I agree to pay such fees as may be payable  
under the rules.

Particulars in respect of the said Vessel are as under: -

1. Owner's name and address in full
2. Occupation
3. Name of Master and his Certificate No.
4. Name of Registry and No. if previously registered
5. When and how the vessel was secured
6. Kind of vessel, name and address of engine makers with horsepower, speed and the year of make.
7. Name and address of builders with place and year of built.
8. Details of Insurance Certificate
9. Enclosures -
  - a. A declaration by the owner that the provisions of the Act and the rules made thereunder have been complied with; certificate of survey or provisional certificate of survey;
  - b. Challan receipt evidencing payment of fees for the registration of the vessel;
  - c. Copy of the 3rd party insurance certificate of the vessel duly attested;
  - d. Builder's certificate for new vessels;
  - e. Instrument of sale (for second hand vessels);
  - f. Mortgage details; and
  - g. Declaration of Ownership.

Place:  
Date:  
the vessel

Signature of the Owner or Master of

**FORM-9**  
**(REGISTRATION)**  
**REQUEST/APPLICATION FOR REGISTRATION OF ALTERATION**  
**[SEE RULE 22]**

To,  
 The Registering Authority,

Sir/Madam,

I, being the owner of inland vessel named \_\_\_\_\_ Official No. hereby report that the following alterations have been carried out on the vessel:

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

I therefore, apply for registering the alterations or the issue of a fresh Registration Certificate. I enclose herewith a duplicate copy of treasury challan showing the deposit of the necessary fees.

I also enclose herewith the original certificate of Registration No.

Date \_\_\_\_\_ (SIGNATURE OF THE OWNER)

Alterations Verified by (Name and Signature of Surveyor) Date:

**FORM-10**  
**(REGISTRATION)**  
**APPLICATION FOR TRANSFER OF REGISTRY**  
**[SEE RULES 105]**

To,  
 Registering Authority

I, \_\_\_\_\_ resident of \_\_\_\_\_ being the owner of an Inland Vessel Name \_\_\_\_\_ official no. \_\_\_\_\_ hereby request that the registry of the said vessel may kindly be transferred to your register from the register of the Registering Authority of \_\_\_\_\_ in the state of \_\_\_\_\_. The certificate of registration is enclosed herewith. Treasury Challan for Rs. \_\_\_\_\_ is also enclosed.

Place

Date \_\_\_\_\_

SIGNATURE OF THE  
 OWNER

**Form-11 (Registration)**  
**CERTIFICATE OF REGISTRATION**  
 [see rule 103, 104]  
**PARTICULARS OF VESSEL**

Issued by [details of Registering Authority]

Official Number	Name of the Vessel	No., Date and Port of Registry	No., Date and Port of Previous Registry (if any)
Whether Indian or Foreign Built	Whether self propelled Propulsion Type	Where Built	Name and address of Builders
Numbers of Decks	Length		Metres
Stem	Breadth to outside of plating		
Stern	Moulded Depth		
Material Description	Length of engine – room (if any)		
Number of Bulkheads			

PARTICULARS OF PROPELLING ENGINES, and MACHINERY, as supplied by Builders, Owners, or Engine Makers

No. of sets of Engines	Description of Engines	Whether Indian or Foreign made	When made	Name and address of Makers	Reciprocating Engines		Rotary Engines	B.H.P. Estimated	
					No. of cylinders in each set	Diameter of cylinders			
						No. of Cylinders in each set		Speed of Vessel	
No. of Shafts		Engines		Engines	Engines				
					Length of Stroke				
Particulars of Boilers									

Description..... pressure.....	Number.....	Loaded		
-----------------------------------	-------------	--------	--	--

**PARTICULARS OF TONNAGE**

The tonnages of this vessel in accordance with India Tonnage Certificate are: - GROSS TONNAGE tons  
NET TONNAGE tons

A detailed summary of the tonnages for this vessel is shown on the Certificate of Survey

The Number of crew for whom accommodation is certified ..... ..

I, the undersigned, Registering Authority at the Port of..... in ..... State here by certify that the Vessel the Description of which is prefixed to this my certificate, has been duly surveyed, and that the above Description is in accordance with the Register Book; that whose Certificate of Competency of Service is No....., is the Master of the said Vessel, and that the Name ....., Residence and Description of the Owner , and Number of Tenth Shares Held by are as follows :-

Name Residence and Occupation of the Owner	Number of Tenth Shares

Date at..... the .....day of Two thousand and .....

Registering Authority

*NOTICE: - A certificate of Registration is not a document of title. It does not necessarily contain notice of all changes of ownership, and in no case does it contain an official record of any mortgages affecting the Vessel. In case of any change of ownership it is important for the protection of the interests of all parties that the change should be registered according to law. Changes of ownership, address or other registered particulars should be notified to the Registering Authority. Should the Vessel be either actually or constructively lost, taken by the enemy, burnt or broken up or cease for any reason to be an Indian Vessel notice thereof, together with the certificate of registration if in existence, should immediately be given to the Registering Authority at the Port of Registry.*

**FORM-12  
(REGISTRATION)  
INSTRUMENT CREATING  
MORTGAGE**

**[SEE RULE 26, 112]**

Name of the Vessel \_\_\_\_\_ Official  
No. \_\_\_\_\_ Certificate of Registry No.  
\_\_\_\_\_ Place of Registry  
\_\_\_\_\_ Date of  
Registry \_\_\_\_\_ Description of the vessel (whether propelled  
by mechanical power):  
\_Horse power of Engine:

Hull (Length for identification)

**Equipment:**

Boats	Length	Breadth	Depth
No.1	.....	.....	.....
No.2	.....	.....	.....
No.3	.....	.....	.....

Gross Registered Tonnage \_\_\_\_\_ Net Registered Tonnage \_\_\_\_\_ and described in more detail in the certificate of survey and book of registry.

**I/We** the undersigned **(Full Name and Address with description of mortgager or mortgagers)**

in consideration of..... this day lent by **(Full name, address and Description of mortgagee. If joint mortgagees are concerned they shall be described, if the Mortgagee is a Company, the full title and address shall be given).**

**Me** / **Us**  
.....

do hereby for **Myself / ourselves** and **my / our** heirs, executors or administrators covenant with the said

**Firstly**, that **(Full Name and Address with description of mortgager or mortgagers)** or **my/ our** heirs, executors, or administrators, will pay to the said.....

the said sum of.....together with interest thereon at the rate of percent,

per annum on the **(Insert day fixed for Payment of Principal Amount)** day of next.

**Firstly**, that **(Full Name and Address with description of mortgager or mortgagers)** or **my/ our** heirs, executors, or administrators, will pay to the said.....

the said sum of.....together with interest thereon at the rate of      percent,

per annum on the **(Insert day fixed for Payment of Principal Amount)** day of      next.

**Secondly**, that if the said principal sum is not paid on the said day **(Full Name and Address with description of mortgager or mortgagers)** or **my/our** heirs, executors of administrators, will during as the same or any part thereof remains unpaid, pay to the said. ....interest on the whole or such part thereof as may for the time being remain unpaid, at the rate of per cent      per annum, by equal half- yearly payments on the .....day of .....and

Day

of.....in every year; and for better securing to the said      the re-payment

in manner aforesaid of the said principal sum and interest.

**I/We (Full Name and Address with description of mortgager or mortgagers)** hereby mortgage to the said.....shares of which the owner in the Inland vessel above particularly described, and in her boats, and appurtenances,

**Lastly, I/We** for **myself/ourselves** and **my/our** heirs, executors or administrators covenant with the said..... and his assigns that **I / We** have power to mortgage in manner aforesaid the above Mentioned shares, and that the same are free from encumbrances **(If any prior encumbrances add, "save as appears by the book of registration of the said vessel")**.

In witness where of **I/We** have here unto subscribed **my/ our** name and affixed **(full name and address with description of the mortgager or mortgagers)** seal this day of .....and Executed by the above

**with description of the mortgager or mortgagers)** seal this day of and Executed by the above named. In the presence of

Witness 1 (Name, Full Address and Signature, Seal) ..... Witness 2 (Name, Full Address and Signature, Seal) .....

**Mortgage (By Company or Body Corporate) (to secure principal sum and interest)**

Name of the Vessel \_\_\_\_\_ Official No. \_\_\_\_\_ Certificate of Registry No. \_\_\_\_\_ Place of Registry \_\_\_\_\_ Date of Registry \_\_\_\_\_

Description of the vessel (whether propelled wholly or in part by electricity, steam or other mechanical power): \_\_\_\_\_ Horse power of Engine: \_\_\_\_\_

Hull (Length for identification )

named. In the presence of

Witness 1 (Name, Full Address and Signature, Seal) ..... Witness 2 (Name, Full Address and Signature, Seal) .....

**Mortgage (By Company or Body Corporate) (to secure principal sum and interest)**

Name of the Vessel \_\_\_\_\_ Official No. \_\_\_\_\_ Certificate of Registry No. \_\_\_\_\_ Place of Registry \_\_\_\_\_

Date of Registry \_\_\_\_\_

Description of the vessel (whether propelled wholly or in part by electricity, steam or other mechanical power): \_\_\_\_\_ Horse power of Engine: \_\_\_\_\_

Hull (Length for identification )

**Equipment:**

Boats	Length	Breadth	Depth
No.1 .....	.....	.....	.....
No.2 .....	.....	.....	.....
No.3 .....	.....	.....	.....

Gross Registered Tonnage \_\_\_\_\_ Net Registered Tonnage \_\_\_\_\_ and as described in more detail in the certificate of survey and book of registry.

We, **(Name in full of Company together with its principal place of business)** in consideration of..... this day lent to us by **(Full name, address and description of mortgagee. If joint mortgagees are concerned they shall be described, if the mortgagee is a Company, the full title and address shall be given)** do hereby for ourselves and our successors covenant with the said

.....and **his / theirs / its** assigns firstly, that we or our successors, will pay to the said.....or **his/theirs/its** assigns the said sum of.....together with interest thereon at the rate of per cent, per annum on the **(Insert the day fixed for payment of principal)** as above day of next; and

**Secondly**, that of the principal sum is not paid on the said day, we or our successors will, during such time as the same or any part thereof remains unpaid, pay to the said or **his/theirs/its** assigns interest on the whole or such part thereof as may for the time being unpaid, at the rate of..... per cent, per annum, by equal half-yearly payments on the..... day of..... and day of in every year; and for better securing the said the repayment in manner aforesaid of the said principal sum and interest we hereby mortgage to the said..... share/shares of which we are the Owners in the vessel above particularly described and in her boats and appurtenances.

**Lastly**, we for ourselves and our successors covenant with the said and **his / theirs/its** assigns that we have power to mortgage in manner aforesaid the above mentioned shares and that the same are free from encumbrances.**(If any prior encumbrances add, “save as appears by the book of registration of the said vessel.”)**

In witness whereof we have hereunto affixed our common seal this day of..... and the common seal of the..... was affixed here unto in the presence of.....

(Description of witnesses, Directors, Secretary as the case maybe)

**FORM- 13 (Registration)**  
**Application for Duplicate Certificate of Registration and Intimation of loss,**  
**destruction or mutation of certificate of registration**  
**[see rule 25]**

To,  
The Registering Authority,  
.....,

Karnataka

,  
The Certificate of Registration of my inland vessel,  
.....the official No. of which is..... has been lost/  
destroyed/ mutilated (Strike out whichever is applicable) in the following  
circumstances.....

The mutilated certificate is attached hereto.

I hereby declare that to my knowledge the registration of the vessels has  
not been either suspended or cancelled under any of the provision of the  
Act or rules made thereunder and I herewith deposit the fee of Rs.  
.....and apply for the issue of duplicate Certificate of  
Registration.

Signature

Name of owner/ master  
Address .....  
.....

**FORM-14 (MANNING)**

**MEDICAL CERTIFICATE FOR APPEARING IN CERTIFICATE OF  
COMPETENCY**

**[see rules 32]**

(To be filled in by Inland Waterways Authority of India empaneled MBBS medical practitioner or medical officer of district government health centre or municipality approved doctor.

1. Name of applicant:
2. Type of ID and Number
3. Identification Marks (1)

(2)

4.	Does the applicant to the best of your Judgment suffer from any defect of vision?	
(a)	If so, has it been corrected by suitable spectacle?	Yes/No Yes/No
(b)	Can the applicant to the best of your judgment readily distinguish the pigmentary colours, red and green?	Yes/No
(c)	In your opinion is he able to distinguish with his eyesight At a distance of 25 meters in good day light? Yes/No	
(d)	In your opinion does the applicant suffer from a degree of Deafness which would prevent his hearing, the ordinary sound signals?	Yes/No
(e)	In the opinion does the applicant suffer from night blindness? Or deformity or lose of number which would interfere with	
	The efficient performance of his duties as a driver?	Yes/No

If so, give your reasons in details:

I certify that I have personally examined the applicant also certify that while examining the applicant I have directed special attention to the distant vision and hearing ability the condition of the arms, legs, heads, hand joints of both extremities of the candidate and to the best of my judgment he is medically fit/not fit to hold a driving license.

The applicant is not medically fit to hold a license for the following reasons: -

Signature

1.
  1. Name and designation of the Medical Officer/Practitioner (Seal)
  2. Registration Number of Medical Officer

Date:  
Candidate

Signature or thumb impression of the

Note: The Medical Officer shall affix his signature over the Photograph affixed in such a manner that part of his signature is upon the photograph and part on the certificate.

**FORM-15  
(MANNING)  
CERTIFICATE OF SERVICE**

**[see rule 32]**

No. :

Name :

Son/wife/daughter of :

Permanent Address :

Present Address :

Date of Birth :

Height :

Marks of  
identification (1) (2)

PHOTO

Signature or Left Thumb Impression

Based on assessment of your service record in Army / Navy/ Coast Guard, your medical fitness certificate and the preparatory course for \_\_\_\_\_ together with the 4 basic safety course certificates, you have been found duly qualified to fulfil the duties of a \_\_\_\_\_ (Master/Serang/Engineer/First class Engine Driver/Second class Engine Driver) on an Inland mechanically propelled Vessel (limitations, if any), I do hereby under the provisions of the rules issued under Inland Vessels Rules, 2022 grant you the certificate of competency as a \_\_\_\_\_ (First class Master/Second class Master/Serang/Engineer/First class Engine Driver/Second class Engine Driver/ Lascar) on an inland mechanically propelled vessel (limitations, if any).

Date.....

Place.....

Name and signature of Chief  
Examiner

**FORM-16**  
**(MANNING)**  
**APPLICATION FORM FOR**  
**APPEARING IN CERTIFICATE OF**  
**COMPETENCY**

**[see rule 33]**

APPLICATION FOR CERTIFICATE OF COMPETENCY TO ACT AS ENGINEER/ ENGINE DRIVER/ SERANG/ MASTER OF AN INLAND VESSEL.

Note:-The applicant shall submit this form duly filled in along with the necessary certificates to the examination centre for permission to appear in the examination.

**PART-A**

Personal particulars

Passport size photograph of the applicant

- (1) Name in full :-
- (2) Surname :-
- (3) Nationality :-
- (4) Permanent Address :-
- (5) Date of birth :-
- (6) Place of birth :-

**PART-B**

Particulars of all previous certificates (if any)

- 1. Number :-
- 2. Competency of service :-
- 3. Grade :-
- 4. Where issued :-
- 5. Date of issue :-
- 6. Is the certificate at any time suspended or cancelled by court or authority (if yes, provide details)

.....  
.....

**PART-C**

Certificate now required

- 1. Grade :-
- 2. Competency :-

**PART-D**

HAVE YOU APPEARED FOR THIS EXAMINATION EARLIER? Yes/No.

If yes, mention year and month.

**PART-E**

Declaration to be made by applicant:

Note: Any person who makes, procures to be made or assists in making any false representation for the purpose of obtaining for himself, or any other person, a certificate either of competency or service, is for each offence liable to be punished for cheating under section 420 of the Indian Penal Code and also for knowingly giving false information to the public servant under section 182 of the Indian Penal Code, 1860.

**DECLARATION**

I do hereby declare that the particulars contained in Part A, B, C, D and E of this form are correct and true to the best of my knowledge and belief, and that the papers enumerated in Part-G and sent with this form are true and genuine documents, given and signed by the persons whose names appear on them, I further declare that the statement in

**Part-G** contains true and correct account of the whole of my services without exception.  
Date.....

Present Address.....  
.....

Signature of the Applicant

**PART-F**

## CERTIFICATE OF THE EXAMINER

The declaration under Part-E above was signed in my presence and the fee of Rs received.

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

**PART-G**

## LIST OF TESTIMONIALS AND STATEMENT OF SERVICE ON RIVERS OR SHORE OR SEA

1. If served on board vessel
  - i. No. of testimonials or certificates(if any):-
  - ii. Name of vessel where employed:-
  - iii. Horse power of the engine on which worked:-
  - iv. Port of registry and official no. of the vessel:-
2. Service particulars of the Applicant:
  - i. Capacity:-
  - ii. Date of appointment
  - iii. Date of termination or leaving
  - iv. State, if continuing
  - v. Total period served

- 
- a. Years:
  - b. Months:
  - c. Days:
  - vi. Total service
  - vii. Total service on shore or river:
  - viii. Period served for which certificates are now produced:-
  - ix. Period served for which no certificates are produced:-

**PART-H****CERTIFICATE OF THE EXAMINER**

Note:- The examiner should fill up Part-H and I and forward this form to the Chief Examiner along with the testimonials and other certificates.

1. Date and place of examination
2. Insert passed or failed against each item below:
  - i. In written examination:
  - ii. In the viva examination:
3. Rank for which passed:

**PART-I****PERSONAL DESCRIPTION OF APPLICANT**

1. Height:
 

Meters	Centimetres
--------	-------------
2. Complexion:
3. Personal marks or peculiarities, if any,
4. Colour of (a) Hair:-                      (b) Eyes:-

I hereby certify that the particulars contained in Part-H and Part-I are correct.

Date.....

Place.....

**Form 4 - COC License Booklet Formats - Serang**

**Form-17  
(Insurance)**

**REPORT BY ANY PERSON FINDING THE WRECK**

**[see rule 77]**

1. Name and Address of the Informant:
  - a. In case of Company (name, address, official seal, etc.)
  - b. In case of Firm (name, address, official number etc.)
2. Designation of the informant: (details of director or partner)
3. Vessel Identification Number or Marks and Description of Vessel:
4. Name, official number, registration number and port of registry of vessel:
  - a. Inland vessel registered under the Act
  - b. Inland vessel registered in a foreign country
  - c. Vessel registered under the Merchant Shipping Act, 1958
5. Details of Registered Owner, Operator and Charterer of the Vessel:
6. Date of finding the vessel, parts, property or cargo:
7. Details of parts, property or cargo of vessel:
8. Name and details of the Receiver of wreck:
9. Place where the vessel, parts, property or cargo was found:
  - a. Inland waters
  - b. National waterways
10. Particulars of the vessel, parts, property or cargo found:
11. Description
12. Estimated value
13. Information of wreck passed by the Receiver of wreck to the authorities:
14. Designated authority or such other authority under the State Government.
15. or such other authority under the Central Government.
16. Principal officer of the Mercantile Marine Departments

17. Information of wreck to be informed to the insurer or their agents:

I/We \_\_\_\_\_ do hereby affirm to the details as mentioned above with regard to the wreck that took place on at \_\_\_\_ for the purposes of Chapter X of the Inland Vessel Act, 2021 and the rules made thereunder.

Date: \_\_\_\_\_ Signature of Informant

Place: \_\_\_\_\_ Designation and Details of Informant/Company/Firm

**Form-18 (Navigation)**  
**(CHALLAN FOR DETENTION) CHALLAN**  
**FORM FOR SUSPENSION OR DETENTION**  
[Refer Rule 13]

Reporting Office: IWT Karnataka

.....

.....

.....

..... Head

Office,

.....

.....Karnataka India Fax Email: Website:

Name of Vessel	Registry/ Official No	Place of Registration	Present Location	Name of Owner and Master with COC No.

This is to inform you that, vessel as mentioned above was inspected on.....and was found to have the following defects and punishable with offence, penalties are mentioned in Schedule V should be payable in Department, Head of Account and rectify or at earliest to carry out the operation.

a) plying or being used in inland waters without a valid certificate of registration;
b) plying without a valid certificate of survey;
c) plying with passengers beyond the permitted carrying capacity;
d) to have not affixed the registration number assigned to such vessels as provided under the Act;
e) not complying with the manning requirements under Chapter VI of the Act;
f) not complying with the provisions of Chapter VIII (Navigation Safety and Signals) of the Act;

g) to act in contravention to the provisions of Chapter X (Wreck and Salvage) of the Act;
h) not in compliance with the provisions of Chapter XII (Insurance of Mechanically Propelled Vessels Plying in Inland Waters) of the Act;
i) to carry dangerous goods or prohibited goods in contravention to the provisions of section 81 of the Act or the rules made thereunder.

\*Note: to tick if applicable

You are hereby notified to pay the penalties and rectify the said defect within 15 days and

inform the undersigned / designated authority. Till the time, the vessel is detained under the custody and security of the owner.

Name:

Name:

Owner / Incharge of vessel:

Designation:

Signature:

Signature:

Copy to

1. Designated Authority / Director, Ports and Inland Water Transport, Karnataka
2. Owners / Agent / In charge of the vessel
3. Inland Waterways Authority of India
4. Inland Water Transport, if in Other State
5. Local Police Station

**Schedule-II**  
**Appointments and Empanelment**

NOTIFICATION No.....

1. In pursuance of sub-section (3) of section 5 of the Inland Vessels Act, 2021, The chief Executive Officer (CEO) of Karnataka Maritime Board, is notified as the “Designated Authority” for the administration and implementation of the provisions of the Inland Vessel Act 2021, Central Inland Vessel Rules and State Inland Vessel Rules 2025.
2. In pursuance of section 10 of the Inland Vessels Act, 2021:
  - a. the State Government appoints the following officers as surveyors of inland vessels, in accordance with the criteria and qualifications specified by the Central Government in paragraph 23 of Inland Vessels (Survey and Certification) Rules, 2022.

SN	Designation of the Surveyor (As appointed by the Designated Authority / CEO, KMB)
1	Port Officer, Karwar
2	Port Officer, Honnavar
3	Port Officer, Old Mangalore
4	Marine Engineer

- b. Further it empowers the Designated Authority to empanel as per Standard Procedures for empanelment of Surveyors, persons who meet the criteria and qualification Specified by the Central Government in paragraph 23 of Inland Vessels (Survey and Certification) Rules, 2022 and who are member of any two professional associations from the list annexed to empanelment procedure.
2. In pursuance of section 12 of the Inland Vessels Act 2021, the senior most Surveyor to Grant the Certificate of Survey to the inland vessel provided he has not issued the declaration of Survey in which case a rank junior to him to grant the certificate of survey.
3. In pursuance of sub-section (1(b)) of section 20 of the Inland Vessels Act, 2021, the State Government appoints officers meeting the qualification criteria in rule 18(2), as the Registrars of inland vessels for the place of registration specified against their name. The registrars shall perform the functions of the registering authority of inland vessels at the place they are nominated for and such other functions as are specified in rule 18(4).

SN	Name of the Registrar (As appointed by the Designated Authority / CEO, KMB)	Place of Registration
1	Director, Ports and Member (Maritime and IWT Operations )	Karwar
2		
3		
4		

5. In pursuance of section 19(2) of the Inland Vessels Act 2021, the Registrar of Inland Vessels may detain a mechanically propelled vessel plying in his jurisdiction till the owner, operator or Master of the vessel furnishes a valid certificate of registration.

6. In pursuance of sub-section (zk) of section 3 of the Inland Vessels Act, 2021 the persons with following qualification and experience shall perform the duty of river pilot for the waterway (river) stretch as may be specified by the Designated Authority.

SN	Qualification	Experience
1	First Class Master	2 years' experience in the inland waters of Karnataka
2	Second Class Master	5 years' experience in the inland waters of Karnataka
3	River Pilot approved by IWA	1 year experience in the inland waters of Karnataka

7. In pursuance of section (36) of the Inland Vessels Act, 2021:

- a. the State Government hereby appoints Director, Ports and Member (Maritime and IWT Operations, who meet the criteria and qualification Specified by the Central Government in sub rule (5) of rule (5) of the "Inland Vessels 'Inland Vessels (Manning) Rules, 2022, as Chief Examiner for the purpose of examining the qualifications of persons desirous of obtaining certificates under Chapter VI "Manning, Qualification, Training, Examination and Certification" of the Act to the effect that they are competent to undertake the responsibilities of and act as, masters, or as engineers or engine-drivers, or as such other persons, as the case may be, on the mechanically propelled inland vessels.
- b. The State Government hereby appoints the following officers, who meet the criteria and qualification Specified by the Central Government in sub rule (7) of rule (5) of the "Inland Vessels 'Inland Vessels (Manning) Rules, 2022, as examiners. The examiners may be transferred by the Designated Authority

SN	Name of the Examiner	Place of Examination
1	Port Officer, Karwar	Karwar
2	Port Officer, Old Mangalore	Old Mangalore
3	Marine Engineer, Karwar	Karwar
4	Marine Engineer, Old Mangalore	Old Mangalore

- 
- c. The examiners shall evaluate the persons who have undergone the training required for qualify in gas masters, or as engineers or engine-drivers, or as such other persons, as the case may be, and shall report the list of successful candidates who possess the required qualifications to the Central Government or such other officer appointed or authorised by notification by the State Government.
    - d. The State Government empowers the CEO, Karnataka Maritime Board to empanel as per Standard Procedures for empanelment of examiners, persons who meet the criteria and qualifications specified by the Central Government in paragraph (5) of chapter VI 'Inland Vessels (Manning) Rules, 2022' and who are member of any two professional associations from the list annexed to empanelment procedure.
    - e. The chief examiner is designated to deal with the suspension and cancellation of certificates of competency or certificates of service. The State Government or the chief examiner nominated under Chapter VI 'Inland Vessels (Manning) Rules, 2022', may suspend or cancel the certificate of competency or the certificate of service granted under this Chapter by recording reasons thereof.
  8. In pursuance of section 43 of the Inland Vessels Act, 2021, the State Government authorizes surveyors with domain expertise (persons holding post-graduation qualifications and ten years' experience) or persons specialized in the domain with over twenty years of practical experience in relation to the field of special category vessels to implement provisions and grant certificates of fitness for special category vessels. The State government may authorize a classification society member of the International Association of Classification Societies to implement the provisions and grant certificates of fitness for special category vessels.
  9. In pursuance of subsection (2) of section 53 of the Inland Vessels Act, 2021, the State Government authorizes surveyors to ensure the construction, installation, and maintenance of equipment for pollution prevention on all mechanically propelled inland vessels and issue certificates of prevention of pollution.
  10. In pursuance of subsection (1) of section 56 of the Inland Vessels Act, 2021, the State Government appoints the CEO, Karnataka Maritime Board under Chapter XIII to conduct investigations into incidents of pollution, etc.
  11. In pursuance of sub section (1) of section 58 and (2) of section 74 of the Inland Vessels Act, 2021, the State Government appoints the Designated Authority for receiving reports of casualties and accidents, etc.
  12. In pursuance of section 76, the state government authorises the designated authority to appoint assessors with the following qualifications or qualifications as deemed fit for the purpose:
    - i. Master Mariner (Foreign Going) with 10 years of sailing experience or experience in maritime training or marine survey after having obtained master's certificate issued by Director General of Shipping, Government of India or equivalent international

- 
- certificate and member of two professional associations from a list annexed to this schedule or
  - ii. Marine or Mechanical or Electrical Engineer or Naval Architect in possession of minimum First or Second class Motor/Steam Ministry of Transport (MOT) Certificate issued by Director General of Shipping, Government of India or equivalent certificate recognized by the Government of India and 10 years of experience after first certificate of competency either in sea going regular vessels or Classification Societies or Ship Building yards or reputed International Shipping Companies or State Port Department or State Maritime Board or Directorate General of Shipping or Mercantile Marine Department and member of two professional associations from a list annexed to this schedule; or
  - iii. Bachelor's degree in Naval Architecture with 10 years' experience in sea going regular vessels or Classification Societies or Ship Building yards or reputed International Shipping Corporations or State Port Department and member of one professional associations from a list annexed to this schedule
  - iv. Retired officer of at least chief engineer or director level from with experience in Port, Waterways Authority or Directorate, Maritime Boards, Classification Society, Dredging Corporation of India or department allied to any of the disciplines of IWT

### **Sr. Specialists**

- v. Master Mariner (Foreign Going) with 2 years of sailing experience or experience in maritime training or marine survey after having obtained master's certificate issued by Director General of Shipping, Government of India or equivalent international certificate and member of two professional associations from a list annexed to this schedule or
- vi. Marine or Mechanical or Electrical Engineer or Naval Architect in possession of minimum First or Second class Motor/Steam Ministry of Transport (MOT) Certificate issued by Director General of Shipping, Government of India or equivalent certificate recognized by the Government of India and 2 years of experience after first certificate of competency either in sea going regular vessels or Classification Societies or Ship Building yards or reputed International Shipping Companies or State Port Department or State Maritime Board or Directorate General of Shipping or Mercantile Marine Department and member of two professional associations from a list annexed to this schedule; or
- vii. Bachelor's degree in Naval Architecture with 2 years' experience in sea going regular vessels or Classification Societies or Ship Building yards or reputed International Shipping Corporations or State Port Department and member of one professional associations from a list annexed to this schedule
- viii. Retired officer of at least Sr. Executive engineer or Dy. director level from with experience in Port, Waterways Authority or Directorate, Maritime Boards, Classification Society, Dredging Corporation of India or department allied to any of the disciplines of IWT.

13. The Designated Authority may nominate the assessors who meet the qualification requirement to act as valuers, surveyors, examiners, and inspectors or as required for carrying out the provisions of the Inland Vessel Act 2021 and Central Government Inland Vessel Rules and Karnataka Inland Vessel Rules, 2025.
14. In pursuance of sub section (4) of section 85 of the Inland Vessels Act 2021, the Designated Authority may detain or authorize surveyors to detain a mechanically propelled inland vessel plying in inland waters of Karnataka.
15. In pursuance of sub section (1) of section 99, chapter IX of these rules the Designated Authority shall be head of the Advisory Committee and be the first point of contact for IWT related emergency. The Director, Ports and Member (Maritime and IWT Operations), registrar of the jurisdiction and the Assessors empaneled in Paragraph 14, shall be member of the committee.
16. The state Government appoints the Director, Ports and Member (Maritime and IWT Operations ) as the Nodal officer for maintenance of the data required as per the Act on the Central Database

**Annex: I of Schedule-II**

**List of Non-Profit Professional Associations in Maritime Field**

- i. Forum for River and Ocean Scientists and Technologists (FROST)
- ii. Reef Watch India, Bengaluru.
- iii. Karnataka Seafarers' Charitable Trust (KSCT)
- iv. Dakshin Foundation
- v. Marines' Memorial Association – Mangalore Club
- vi. Rashtriya Life Saving Society (India) – Karnataka Branch
- vii. Company of Master Mariners of India, (CMMI)
- viii. Nautical Association, (Nautical Institute, London (North and East India Branch))
- ix. Institute of Naval Architects, India (INA)
- x. Institute of Marine Engineers (India)
- xi. Maritime Trainers Guild (MTG)
- xii. National Maritime Foundation, (NMF)
- xiii. Society of Naval Architects and Marine Engineers, (SNAME)
- xiv. Indian Insurance Institute, (III)
- xv. Indian Ports Association, (IPA)

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**Annex: II of Schedule-II**
**List of Assessors**

The following assessors are empaneled for the purposes of the Chapter XIII (Inquiry into Casualty, Accident or Wreck) of the Act:

<b>SN</b>	<b>Designation</b>	<b>Domain of Expertise</b>
1	Port Officer (Karwar, Mangalore and Honnavar)	Inland Navigation
2	-	Naval Architect
3	Marine Engineer, Karwar	Marine Engineering
4	Port Engineer	Ports and Terminals
5	Port Engineer	Waterways

**Schedule-III**
**Places: Registry, training and Examination**

<b>SNO.</b>	<b>Place of Registry</b>	<b>Contact Number</b>
1	Karwar	08382-221342

<b>SNO.</b>	<b>Place of Training Centre</b>	<b>Contact Number</b>
1	Karwar	08382-221342
2	Mangaluru	0824-2420374
3		

<b>SNO.</b>	<b>Place of Examination Centre</b>	<b>Contact Number</b>
1	Karwar	08382-221342
2	Mangaluru	0824-2420374

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**Schedule-IV****Fees, Fines, Charges, Penalties and Collection**

NOTIFICATION No.....

1. In pursuance to the requirements of the section 89 of the Inland Vessel Act 2021 the state government appoints the Karnataka Maritime Board to collect the fees and additional fees for the services provided under
2. This Act and any other charges or payment made to it against payments towards penalties, at such rates and intervals, as specified in this schedule or as may be specified by the State Government
3. The procedures, forms and format of receipts, maintenance of accounts and any other matter that is necessary for the purpose of the remittance, collection, accounts and accountability of collected fees, additional fees, charges or payment against penalties of pecuniary nature is specified in 'Standard Procedures for collection of Fees' etc. or as may be specified by the State Government.
4. In pursuance of sections of the Inland Vessels Act, 2021, the Central Inland Vessel Rules, State Inland Vessel Rules, the State Government of Karnataka may notify the fees and additional fees as an annexure to this schedule.
5. The Karnataka Maritime Board collecting the fees shall issue a receipt or challan evidencing the receipt of fees and such receipt shall provide for the details of relevant provision of the Act / Rules that deals with the services and such other details as may be required by the State Government.
6. All fees, additional fee and/or fines payable under the Act or these rules shall be recovered through revenue recovery proceedings in accordance with the procedures laid down under the laws in force pertaining to revenue recovery.

**Annexure: 1 of Schedule-IV**Part A  
TABLE OF SURVEY FEES

Sl. No.	For An Inland Vessel for which the Gross Registered Tonnage	Fees payable by the owner to Govt. of Karnataka in INR (Rule 12 of the Act)
	Category A or as per Classification Society	
1	Upto10Tonnes	1000
2	Exceeding 10 tonnes but does not exceed20 tonnes	1500
3	Exceeding 20 tonnes but does not exceed 30 tonnes	2000
4	Exceeding 30 tonnes but does not exceed 50tonnes	3000
5	Exceeding 50 tonnes but does not exceed 75tonnes	4000
6	Exceeding 75 tonnes but does not exceed 100tonnes	6000
7	tonnes but does not exceed 300 tonnes	10000
8	Exceeding 300 tonnes but does not exceed 600 tonnes	13000
9	Exceeding 600 tonnes but does not exceed 900 tonnes	16000
10	Exceeding 900 tonnes but does not exceed 1200 tonnes	30000
12	Exceeding 1200 tonnes	Rs 100 per GRT

## PART B

## TABLE OF REGISTRATION FEES

1. On Initial Registration The scale of Fee Payable Will Be	A	0-10 GRT	Rs 2000
	B	10-20 GRT	Rs 3000
	C	20-40 GRT	Rs 4000
	D	40 GRT and Above	Rs + Rs 50 for each additional GRT
2. For Registration any vessel which has been registered under the Merchant Shipping Act 1984 as amended by any subsequent enactment	@ Rs 50 per GRT subject to a minimum of 6000/-		
3. Registration of alteration of a vessel	@ Rs 50 per GRT subject to a minimum of 5000/-		
4. Issue of duplicate certificate	@ Rs. 1000		
5. Registration as result to transfer of registry any other state	@ Rs. 5000		
6. Registration as a result of transfer of ownership within the same state	@ Rs. 5000		
7. Issue of Provisional Certificate	@ Rs. 1000		

PART C  
APPEAL FEE

Appeal against the decision of Registering Authority (Not Refundable) @ Rs. 5000

The details of the pilotage charges currently levied and the proposed pilotage charges for berthing/unberthing of vessels at the non-major ports of the Karnataka Maritime Board are as follows:

S. No	Particulars	Rates of Fees (in Rupees)
<b>I</b>	<b>(A) Steamers at Karwar Port</b>	
(i)	Overseas Steamers Per Gross Registered Ton (GRT) or part thereof Per steamer each way excluding the fees for tug services for berthing and unberthing	Rs. 10.00 Per GRT Subject to a minimum of Rs. 50,000/-
(ii)	Coastal Steamers: Per Gross Registered Ton (GRT) or part thereof per steamer each way excluding the fees for tug services for berthing and unberthing	Rs. 5.00 Per GRT Subject to a minimum of Rs. 35,000/-
	<b>(B) Steamers at other ports except Karwar</b>	
(i)	Overseas steamers Per Gross Registered Ton (GRT) or part thereof Per steamer each way excluding the fees for tug services for berthing and unberthing	Rs. 5.00 Per GRT Subject to a minimum of Rs. 35,000/-
(ii)	Coastal Steamers at other ports except Karwar Per Gross Registered Ton (GRT) or part thereof per steamer each way excluding the fees for tug services for berthing and unberthing	Rs. 3.00 Per GRT Subject to a minimum of Rs. 25,000/-
<b>II</b>	<b>(A) Sailing Vessels at Karwar Port only:</b>	
i.	Sailing Vessels not exceeding 100 Gross Registered Tons (GRT) each way excluding the fees for towage	Rs. 3,000/-
ii.	Sailing Vessels exceeding 100 Gross Registered Tons (GRT) each way excluding the fees for towage	Rs. 4,000/-
	<b>(B) Sailing Vessels at other Ports except Karwar</b>	
i.	Sailing Vessels in ballast when the tonnage exceeds 100 Gross Registered Tons (GRT)	Rs. 1,000/-Per Passage
ii.	Sailing Vessels with cargo when the tonnage exceeds 100 Gross Registered Tons (GRT)	Rs. 1,200/-Per Passage
iii.	Sailing Vessels in ballast when the tonnage is less than 100 Gross Registered Tons (GRT)	Rs. 800/-Per Passage
iv.	Sailing Vessels with cargo when the tonnage is less than 100 Gross Registered Tons (GRT)	Rs. 1,000/- Per Passage
<b>III</b>	Inland Vessels/Survey Vessels, Barges Tugs, IV Registered vessels /Dredgers, launches, any other floating crafts other than steamers mentioned in SL No.I Per Gross Registered Tons (GRT) or part thereof	Rs. 4/-Per GRT Subject to a minimum of Rs. 4000/-

The details of the current tug hire charges and the proposed tug hire charges for berthing/unberthing of ships at the non-major ports of the Karnataka Maritime Board are as follows:

S. No.	Fees for Tug Services	Rates of Fees (in Rupees)
01	Fees for tug service berthing and un-berthing of ship to and from berths each way	Oversees steamer Rs.25 per GRT of the ship subject to minimum of Rs.1,50,000.  Coastal Steamer Rs.25 per GRT of the ship subject to minimum of Rs.1,00,000.

Fees for surveying, Licensing, Inspection of Harbour Crafts, Endorsing charge of Tindals and Issue of Competence Certificate of Serang / Engine Driver

S. no	Particulars	Rates of Fees (in Rupees)
a	For initial survey, measurement & issue of license as required by these rules For mechanically propelled crafts (see Note-1 below also)	Rs. 10/- per ton or part thereof subject to a minimum of rupees Rs. 2000/- for each Harbour craft.
b	For each annual inspection and renewal of license For mechanically propelled crafts (see Note-1 below also)	Rs. 10/- per ton or part thereof subject to a minimum of rupees Rs. 1500/- for each Harbour craft.
c	For each annual inspection where the vessel is required to be inspected during the currency of license as a result of casualty or change in carrying capacity of the craft.	Rs. 10/- per ton or part thereof subject to a minimum of rupees Rs. 1500/- for each Harbour craft.
d	On each occasion the Harbour craft is found unseaworthy on being surveyed and inspected	50% of the fee prescribed at (c) above
e	For grant of duplicate license issued under Rules 9 and 10	Rs. 500/-
f	For endorsing change of Tindal / Driver in Harbour crafts	Rs. 500/-
g	For issue of Serang / Engine Driver Competency Certificate under rule 31 and 31 A	Rs. 1000/-
h	For Change of Ownership	Rs. 500/-

**Note:1.** In addition to the fees prescribed above a fee of rupees 2,000/- shall be levied for survey of a harbour craft propelled by mechanical power on each occasion it is required to be surveyed by the Marine Engineer, i.e, at the time of initial issue of licence and at the time of its renewal annually. Such survey shall be conducted by the Marine Engineer deputed to the Port Department/Karnataka Maritime Board or by such other competent person as may be appointed in this behalf by the State Government, (see Proviso to sub-rule (2) of rule 4 and sub-rule (3) of rule15) for Mechanised fishing vessels for which only a running test is made by the Licensing Officer.

**Note:2.** (1) Rupees 300/- fee shall be levied for amending a Licence.

(2) In addition to the above fees, actual travelling allowances of the surveyor as admissible to him under the rules from and to his headquarters shall be recovered if the survey is carried out away from the headquarters. When the surveyor is able to undertake the survey during a visit to any out- station for another survey the expenditure on account of his T.A etc., shall be apportioned equally between the respective owners.

Fees or charges for the assessors, section 76(2) of Inland Vessel Act 2021

S.No.	Assessors	Fees payable per day or meeting (INR)
1.	Assessor, Marine Engineer	10000
2.	Assessor, Master Mariner	10000
3.	Assessor, Naval Architect	10000
4.	Per day charges for TA/DA(Level12,GoI)	On Actuals

Fees or charges for the detention and for feature, section 85(2) and 85(4) of Inland Vessel Act 2021

Sl. No.	Activity	Fees payable by the owner to owner/ operator INR
1.	Fees of survey or for detention per visit	5,000/visit
2.	Charges for terminal or holding place during detention and towing	1000/day and towing charges if any
3.	Charges for detention (security and safety guard)	1000/per shift of 8 hours
4.	Charges for safe custody (terminal, security and safety guard) during for features	1500/per day

Penalties or fines for violating below rules (below penalties are for the first time) Note: Fines or penalties shall be doubled from last penalties charged for next subsequent offences within a year

SL. No.	Activity	Fees payable by the owner/pax/crew to state government INR
1.	On Owner – For Operating the boat without a valid Insurance cover	5000/-
2.	On Owner –For Operating the boat without proper manning	5000/-
3.	On Owner– For Operating the Boat without a valid Certificate of Registration	8000/-
4.	On Owner – For Operating the boat without a valid Certificate of Survey	5000/-
5.	On Owner–For Overloading Cargo or Passengers	10000/-
6.	On Owner – For Tempering with the Official marking on Boat's hull	20000/-
7.	On Crewmember – For Operating the Boat under the influence of Alcohol or other narcotic substance	20000/-per crew
8.	On Owner–For Operating the boat outside its designated Operating Region as mentioned in Certificate of registration	5000/-
9.	On Owner – For not maintaining the LFA / FFA and other safety equipment in order	5000/-
10.	On Passenger–for not wearing the lifejacket	1000/-per pax.

### Fees for NOC

Sl. No.	Activity	Fees payable by the owner to state government INR
1.	Issue of No Objection Certificate(NOC)	1000/-
2.	Endorsement of lease/mortgage agreement over registration certificate	1000/-
3.	Cancellation of lease/mortgage agreement	500/-

Fees or additional fees or charges or payment against penalties to be collected by the state, as per section 87 of Inland Vessel Act 2021

Section	Offence	Penalty	Fee Procedure
8	Any owner, operator or construction yard, found guilty of construction, alteration or Modification of mechanically propelled in land vessel in contravention of section 8.	Fine which may extend to ten thousand rupees for every non-Compliance found.	Accounts Manual

**Offences and Penalties**

Whoever, contravenes any of the provisions of the Act, Central Inland Vessel Rules 2022 and Inland Vessel Rules Karnataka, 2025 shall be punishable with penalty as mentioned in the chapter XVI (Offences and Penalties) of the Inland Vessel Act 2021.

**Schedule-V - 1**

Form-1(V)-SCAPL

**APPLICATION FORM FOR THE SPECIAL CATEGORY VESSEL**

Date:

To,  
 THE CEO, KARNATAKA MARITIME BOARD,  
 .....  
 .....

We hereby request you to register the vessel whose details are given below: Vessel Name:

Official

Number:

Classification Number:

Class:

Place of Registry:

Gross Tonnage:

The following certificates and documents are attached for your reference and consideration:

1. Certificate of Registration
2. Valid Certificate of Survey
3. Certificate of Fitness
4. Survey report for special category

I hereby state that the vessel meets and complies with the provisions of chapter VII (Special Category Vessels) of the Act.

Name and Address of Applicant

Signature

**Schedule-V - 2  
Special Category Vessel**

**A. Wooden Vessel**

The following are the additional requirements for mechanically propelled inland vessels where wood, plywood, veneers for moulded construction, wood composite structure is used for construction of hull structure.

**1. Materials:** The materials used for construction shall comply with requirements of

section 5, chapter 3 of Rules and Regulations for the Construction and Classification of Pleasure Crafts-2023, promulgated by Indian Register of shipping Wood, plywood, veneers for moulded construction, wood composite structure used for construction of hull structure, deck and super structure are, in general to be durability Classlor 2. As an exception veneer of durability less than 2 may be used, if adequately preserved by resin penetration or FRP sheathing.

<b>Durability class</b>	<b>Endurance(years)</b>	<b>Resistance</b>
1	>25	High Resistance
2	15to25	Resistant
3	10to 15	Moderate resistance
4	<10	Non-resistant

**Table2.2 Wood Designation and Durability Classes(Selection)**

<b>Trade name</b>	<b>Botanical designation</b>	<b>Durability class</b>
Teak	Tectona grandis	1
Iroko	Chlorophora excelsa	1
Macore	Tieghemeliaheckelii	1
Andaman Padauk	Pterocarpus dalbergioides	1
Sipo, Utile	Entandophragma utile	2
Mahogany	Swietenia macrophylla	2
Oak, European	Quercus robur	2
Redcedar, Western	Thuja plicata	2
Khaya, Benin Mahogany	Khaya ivorensis	2, 3
Agba	Gossweilerodendronbalsamiferum	2, 3
Douglas Fir, Oregon Pine	Pseudotsuga menziesii	3
Larch	Larix decidua	3
Pine	Pinus sylvestris	3
Fir	Abies alba	4
Fir, Spruce	Picea abies	4
Spruce	Picea glauca	4
Anhili	Artocarpus hirsutus	4

### 1.1 Data Sheet

The material or other acceptable written information in a datasheet shall list:

- The botanical name of the wood in addition to the trade name.
- The average density for a defined moisture content.
- The average mechanical properties, according to the appropriate standard and moisture content when delivered, and the method of drying (air or kiln).

### 2. Design and Construction

Design pressure and scantling of wooden hull vessels shall comply with the requirements of category C in ISO 12215-5:2008 (as amended).

3. **Structural strength:** a Design loads and scantlings for the wooden hulled crafts for inland water service may be determined in accordance with the requirements of Category C in ISO 12215-5:2019 (as amended).
4. **Stability, Fire Fighting Appliance and Life Saving Appliances**— Same as Schedule-VIII.
5. **Bilge Pumping**—A fixed motor driven bilge pump of sufficient capacity to the satisfaction of the surveyor and pipeline system with non-return valve for pumping out the water from one more compartment. For a vessel of about 10m length to have pump capacity of 120 ltrs/minute.
6. **Other Requirements:** The mechanically propelled inland vessel intended to be registered as special category vessel shall comply with the provisions of the Central Government Rules and rules specified by the state government for the following:
  - a. Steering gear and rudders
  - b. Auxiliary machinery
  - c. Remote control systems
  - d. Pumping and piping systems, including valves
  - e. Boilers and pressure vessels
  - f. Electrical installations
  - g. Fire safety
  - h. Freeboard
  1. Life Saving Appliances
  - j. Radio Communication
  - k. Environmental Protection
  1. Manning

**Certificate of Fitness for the Inland Vessels constructed of wood**

Issued under the provisions of the  
Special Category chapter of the Inland Vessel  
Act 2021 Section 43 (2)

By the CEO, Karnataka Maritime Board, Government of the Karnataka

Name of Vessel	Official Number or Letters	Place of Registry	Gross Tonnage	Vessel Type (Passenger, Cargo)

Date on which keel was laid or on which the vessel was at a similar stage of construction: \_\_\_\_\_

The vessel complies fully with the provisions for mechanically propelled inland vessels under Inland Vessel Act 2021 and rules made thereunder vide Certificate of Survey No. \_\_\_\_\_ issued on \_\_\_\_\_

Additionally, the inland vessel complies with the provisions under Special Category:

'Construction of Wood Material'

THIS IS TO CERTIFY:

1. That the vessel has been surveyed in accordance with the provisions of section 42 (2) of the Inland Vessel Act 2021 and the rules specified thereunder by the Competent Authority.
2. That the survey showed that the vessel complies with the relevant provisions of construction, design, survey, registration, manning, qualification, competency, of special category specified under the Act.
3. That the vessel has valid Certificate of Survey or has been surveyed under the provisions of the Act and rules there under for mechanically propelled vessel under the act and rules thereunder.

This Certificate is valid until subject to surveys in synchronous and in accordance with the 'Central Survey Rules' under the Act Issued at (Place of issue of Certificate) \_\_\_\_\_ Date of issue: \_\_\_\_\_

The undersigned declares that he is duly authorized by the said Government to issue this Certificate.

(Signature of official issuing the Certificate:  
Master Mariner, Ocean Going Vessels)

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**Procedures in case of Non Compliance and Suspension of Certificate of Fitness**

(a) The following procedures shall be followed when for the purposes of sub-section (1) of section 46 of the Act, the designated authority issues notice to the owner or operator or master or any person in-charge of special category vessel that does not comply with the provisions of the Act or the rules made there under for rectifying the non-compliance.

(b) Upon receipt of the show cause notice as provided in sub-rule (a) above, the receiver of such show cause notice shall submit sufficient and satisfactory reasons with documentary proof regarding rectification of non-conformities or non-compliances, if any; to the Designated Authority, within fifteen (15) days from the date of receipt of such show cause notice.

(c) In the event the Designated Authority finds that the reasons adduced or the documentary proof received under sub-rule (b) above are sufficient and satisfactory, the Designated Authority shall close the proceedings with immediate effect.

(d) In the event the Designated Authority is not satisfied with the reasons adduced or the documentary proof submitted under sub-rule (b) above, he shall issue the order of suspension of the certificate of fitness issued under Chapter VII of the Act to such persons concerned, with immediate effect, along with the reasons thereof and accordingly update the records maintained by him, and report it to the Competent Authority within thirty [30] days.

(e) Where the order of suspension has been issued as per sub-rule (d) above and the owner, operator or master of any special category vessel, continues to commit the offence and / or fails to rectify the nonconformities or non-compliances identified under the Act and / or these Rules; the Designated Authority may issue notice of cancellation along with the reasons thereof and the cancellation of certificate of fitness shall come into force with immediate effect; and upon such cancellation the Designated Authority shall update the records maintained by him, and report it to the Competent Authority within thirty [30] days.

(f) Upon suspension or cancellation of the certificate of fitness issued under the Act and. / or these rules, the Designated Authority shall –

(i) In the event of suspension, impound such certificate till the order of suspension is withdrawn or revoked, and

(ii) In the event of cancellation, impound the cancelled certificate.

**Schedule-V - 3**

Additional courses (Draft) required to be completed by existing crew to work on Special Category Inland Vessels or Inland Vessels of other than passenger and dry cargo vessels shall be as follows:

S.N.	Special Category or Special Type of Vessel	Courses
1.	Inland Oil Tanker/Barge	Oil Tanker Familiarization Course (DGS <sup>1</sup> or CA <sup>2</sup> )
2.	Inland Chemical Tanker/Barge	Chemical Tanker Familiarization Course (DGS or CA)
3.	Inland Gas Tanker/Barge	Gas Tanker Familiarization Course (DGS or CA)
4.	Gas Fuelled Vessels	IGF Course (DGS) or LNG/CNG Fuel Handling Course (CA)
5.	Battery Powered Inland Vessels	Battery Powered Electric Propelled Vessels (CA)
6.	Hydrogen Cell Powered Inland Vessels	Hydrogen Cell Powered Electric Propelled Vessels (CA)
7.	Adventure Sports Crafts	Life Saving Technique- Water Sports
8.	In addition to 7 above as per category of adventure water sports vessel	
a)	Power Boat-Tiller	Power Boat Handling- Tiller (NIWS <sup>3</sup> )
b)	Power Boat- Remote Controlled	Power Boat Handling- Remote (NIWS)
c)	Powered Water Craft (PWC)- Jet Ski	Powered Water Craft Course (NIWS)
d)	Parasailing	Parasailing Operations (NIWS)
9.	Passenger Vessels above 100 Passengers	Passenger Safety and Crowd Management Course (CA)
10.	Inland Cruise Vessels with cabins	Passenger Safety and Crowd Management Course (CA)

Notes:

1. DGS: Courses approved by Directorate General of Shipping
2. CA: Courses approved by the Competent Authority (IWAI)
3. NIWS: Courses approved by National Institute of Water Sports

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**Schedule-VI**

See section (2) 94 of the Act and rule 9 (d) of these rules)

**Rules, Requirements and Regulations for the Design and Construction of Inland****Vessels: Category C****Application and Definition**

1. The rules, requirements and regulations for design and construction of inland vessels given in this schedule are applicable to vessels as defined in rule 17 of the Karnataka Inland Vessel Rules, 2025.
2. Words and expressions used and not defined in these rules but defined in the Act shall have the meanings respectively assigned to the min the Act. These rules are complementary to the Inland Vessel (Design and Construction) Rules 2024, where applicable.
3. **3.1** "mechanically propelled inland vessel" is as defined in Inland Vessel Act 2022 under these rules

**3.2** "non-mechanically propelled inland vessel" is as defined in Inland Vessel Act 2022 under these rules

**4. Threshold of compliance:**

**4.1** All existing inland vessels shall comply with the requirements existing prior to coming into force of Inland Vessels Design and Construction Rules 2022 and Schedule-VIII of the Karnataka Inland Vessel Rules, 2025;

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 CEO, Karnataka Maritime Board, and provided that in the case of a change of propulsion system or main engines or type of fuel etc., the new rules shall apply to that equipment and systems only.

**4.2** Notwithstanding anything contained in sub-rule (4.1) above, the existing inland vessels shall comply with the requirements of stability information and calculation of freeboard mentioned in chapter VI of these rules within two years of coming into force of these rules.

**4.3** The owner or operator and master of the new vessel, shall ensure that the vessel is constructed, maintained and operated under the requirements of these rules and the vessel is suitable for its intended service.

**4.4** No new inland vessel shall be issued with the certificate of survey under the Act, unless such vessel complies with the standards of design and construction requirements specified in Inland Vessels Design and Construction Rules 2023 and Schedule-VIII of the Karnataka Inland Vessel Rules, 2025 as applicable.

5. All the vessels shall be designed and constructed under the supervision of a consultant empaneled in Schedule-II or a recognized Naval Architect or a competent person with similar

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background approved by the CEO, Karnataka Maritime Board or classification society.

## **Section A: Mechanically Propelled Inland Vessel**

The rules of this section shall apply to mechanically propelled inland vessel registered under the Karnataka Inland vessels rules, 2025.

### **Chapter 1**

#### **Construction and Structural Strength**

##### **1.1.1 Adequate Strength and Service Life:**

The hull structure must be designed and constructed to provide sufficient strength to withstand the stresses and forces it will experience during operation. Scantlings to be approved by the classification society or to be calculated by an empaneled/approved naval architect.

The vessel's service life is a critical factor, and the hull must be durable enough to maintain its structural integrity over an extended period.

##### **1.1.2 Weather conditions and operating parameters:**

The design shall take into account the weather conditions that the vessel is likely to encounter in its zone of operation.

The hull must be capable of withstanding these weather conditions at both the vessel's service draught and its maximum service speed.

##### **1.1.3 Openings with adequate stiffening:**

Any openings in the hull, such as doors or hatches, shall be designed with sufficient stiffening and should be properly fitted. Hatch openings should be provided with hatch covers of material of adequate strength and should be capable of being secured down. Stiffening refers to reinforcing the structure around the opening to maintain overall structural integrity.

The design of these openings must meet the standards and requirements set by the CEO, Karnataka Maritime Board.

##### **1.1.4 Alternative standards:**

Construction and strength of Category C inland vessels may be recognized by the CEO, Karnataka Maritime Board in accordance with recognized national/international standards (ISO standards for small crafts –ISO12215).

##### **1.1.5 Approval from Designated Authority:**

The vessel's design and construction plans shall meet the required safety and regulatory standards and be approved by the CEO, Karnataka Maritime Board prior construction.

## **1.2 Materials and equipment standards**

1.2.1 Materials used for the construction of Category 'C' vessels shall conform to the standards considered appropriate by the CEO, Karnataka Maritime Board.

1.2.2 Equipment and types of machinery required to be carried on board, and shall be

### **1.3 Hull, bulk heads, decks, deck openings**

1.3.1 Hull: The structural strength of the hull shall be sufficient to withstand forces exerted on it. In the decked vessel, the upper deck and hull sides cut/opening/outfitting shall be water tight. In an open vessel, the hull side's cut/opening/out fitting shall be water tight. Side scuttles fitted below the deck must be of non-opening type. Hull construction and scantlings may also be approved or specified by the Competent Authority (CEO, Karnataka Maritime Board) in accordance with ISO:12215 standards.

1.3.2 Bulk heads: An inland vessel shall have at least three efficient water tight bulk

heads, one on either side of the engine room, and a collision bulkhead forward. The structural strength of the water tight bulk head in the decked vessel shall be strong enough to add to the transverse strength of vessel. Any opening in a water tight bulk head shall be provided with water tight out fitting, to the satisfaction of the CEO, Karnataka Maritime Board. All bulkheads must be maintained watertight; Shafts or pipes passing through should be fitted with watertight bulkhead glands and stuffing boxes.

1.3.3 Decks, deck opening and hatch coamings: For decked vessels, the deck must be water tight from stem to stern throughout and all openings to be made watertight. For embarking and disembarking of passengers or for cargo operations, a minimum two-deck hatches shall be provided with a coaming height mentioned in sub-rule 1.5.

### **1.4 Calculation of freeboard.**

1.4.1 For all vessels, the assigned freeboard shall be the freeboard of the deepest approved loading condition in the intact condition.

1.4.2 Notwithstanding anything contained in sub-rule 1.4.1 above, the free s board assigned shall in no case be less than 150 mm for cargo vessels and 300 mm for passenger vessels.

### **1.5 Cargo Hatches, Coaming Heights and conditions of assignment off reeboard.**

1.5.1 The height of cargo hatch coamings above decks shall not be less than:

- (a) 300[mm]for Zones1and2;and
- (b) 200[mm]for Zone3;

1.5.2 In addition, the height [mm] of hatch coaming above load water line is to be not less than given in the Table below:

Height of Hatch coamings or ventilator coamings above load waterline			
	Zone1	Zone2	Zone3
With a weather tight hatch cover or ventilator closing appliances	1000	600	300
Without weather tight hatch cover or without ventilator closing appliances	1700	1000	500

**1.5.3** The strength and water tightness requirements, alternatively may be applied as per ISO12216 to the satisfaction of the CEO, Karnataka Maritime Board.

**1.6 Windows and side sScuttles:**

The windows and side scuttles shall be designed and constructed as per sub-rule 20, in Inland Vessels (Design and Construction) Rules 2023 or ISO12216 to the satisfaction of the CEO, Karnataka Maritime Board.

**1.7 Height of side railing or guard rails:**

The top of the gunwale, bulwark, or railing must be at least 900mm in height.

**1.8 Flooring**

In vessels carrying passengers, the floor in areas with fittings (such as fixtures or equipment) shall be flushed as far as possible, and if raised, the area shall be highlighted to caution the hazard.

## **Chapter 2 Machinery and Equipment**

**2.1 General Requirements**

**2.1.1** The inland vessel shall comply with the relevant machinery standards of the requirements specified under the Annex-1 of Inland Vessels (Design and Construction) Rules 2023 or the requirements acceptable to the designated authority in the case of Category 'C' vessels, suitable for the vessel type and its operational profile; and the minimum requirements for machinery specified in this rule shall not be construed as an alternative to full compliance with the requirements specified under Inland Vessels (Design and Construction) Rules 2023 Vessels given at Annex-1.

**2.1.2** The ambient reference conditions shall be such that the rating of the main and auxiliary machinery is suitable for the temperature conditions associated with the geographical limits of the restricted service.

**2.1.3** Machinery installations are to be designed such as to ensure proper operations under the following conditions:

(a) List of 10°;

(b) Trim of 5°.

**2.1.4** Machinery requirements and installation information including power calculations shall be shared in full and approved by the CEO, Karnataka Maritime Board. The general arrangements of machinery, boilers if any, fuel tanks, engine casings, means of prevention of oil pollution from them machinery space, capacity of fuel tanks, bilge pumping arrangements, fire fighting equipment together with any other plans the CEO, Karnataka Maritime Board may require, should be submitted for approval.

- i. Equipment and machinery required to be carried on board, and shall be approved or certified as per the Bureau of Indian Standards or International Standards Organization norms.

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- ii. Installation, fitting and operation of outward and internal combustion marine engines shall comply with recognized safety as per BIS/ISO (for example ISO 8665) and shall be approved by the CEO, Karnataka Maritime Board.

**a. Fuel tank and minimum reserve of fuel**

- i. No oil fuel tank shall be situated where spillage or leakage therefrom can constitute a hazard by falling on heated surfaces and precautions shall be taken to prevent any oil that may escape under pressure from any pump, filter or heater from coming into contact with heated surfaces.
- ii. A small engine (with less than 5 horsepower) manufactured with an integrated fuel tank is accepted.
- iii. A vessel shall carry an adequate reserve of fuel to safely complete her voyage/excursion as per routine operational requirements.
- iv. A petrol/gasoline fuel tank is not to be made integral to the hull. Portable petrol tanks are to be designed as per an acceptable national/international standard.
- v. Permanent diesel or petrol tanks to be installed to the satisfaction of the CEO, Karnataka Maritime Board who may issue guidance as per the provisions of ISO: 21487 or any other similar standard.
- vi. Permanent tanks for other fuel as mentioned in sub-rule 2.6.3 of this Schedule-VIII, maybe installed as per any IACS or other marine standard.

**2.3 Stowage of Reserve Fuel**

**2.3.1** Reserve fuel carried on board the vessel may be stowed in a manner that allows for easy transfer. This implies that the location where the reserve fuel is kept shall be accessible and designed to facilitate the transfer of fuel when needed.

**2.3.2** The vessel shall carry a minimum amount of fuel (as decided by the Operator) in reserve to address unforeseen circumstances, such as extended voyages, unexpected delays, or emergencies.

**2.3.3** The capacity and stowage arrangements for reserve fuel are subject to the approval of the CEO, Karnataka Maritime Board.

**2.4 Installation**

**2.4.1** In general, machinery installations on board inland vessels are to comply with the requirements in Annex-1 to the Rules and Regulations for the Design and Construction of Steel Inland Vessels or of the Classification Society or other National or International Standards.

**2.4.2** The machinery, fuel tanks and incorporated piping systems and fittings shall be of a design and construction sufficient for the service in which they are used and shall be so installed and protected as to reduce to a minimum danger to persons during normal movement about the vessel.

**2.4.3** Containment of spillage of fuel/dirt containing fuel shall be provided below the fuel pump and filter. On a regular basis containment of any type of dirt containing fuel shall be moved and disposed to the government-registered Land Disposal Facility as mentioned in SOP III and IX of the Karnataka Inland Vessel Rules, 2025.

**2.4.4** The installation of machinery systems and their equipment may be as per BIS/ISO or other marine standards to the satisfaction of the CEO, Karnataka Maritime Board.

### **2.5 Battery**

**2.5.1** Accumulator batteries other than engine starting batteries are to be protected against short circuit by devices, in each insulated pole, placed at a position adjacent to the battery compartment.

**2.5.2** Engine starting batteries are to be located as close as practicable to the engine(s) served. If such batteries cannot be accommodated in the battery compartment, they are to be installed so that adequate ventilation is ensured.

### **2.6 Engine Starting**

**2.6.1** An engine shall be provided with either mechanical or electric starting or manual starting with independent batteries or other means of starting acceptable to the CEO, Karnataka Maritime Board.

**2.6.2** When the sole means of starting is by battery, the battery shall be in duplicate and connected to the start motor via a 'change over switch' so that either battery can be used for starting the engine. In normal circumstances, it shall not be possible to run both batteries in parallel. (For cold starting of the engine the use of both batteries in parallel can be accepted). Charging facilities shall be available for the batteries when the engine is running.

**2.6.3** An alternate source of energy to drive the engine i.e., by means of electrical, battery-powered, solar cell powered, CNG, LNG, methanol, methane, hydrogen, ammonia or any other appropriate fuel may be approved by the CEO, Karnataka Maritime Board subject to compliance with the schedule on special category vessels.

### **2.7 Bilge pumping arrangements and bilge pump**

Provided the safety of a vessel is not impaired, a bilge pump needs to be carried or installed for drainage of particular compartments.

**2.7.1** The requirements and provisions of these rules generally apply to vessels of Category 'C', in so far as deemed reasonable by the CEO, Karnataka Maritime Board, giving due consideration to their size and operational profile of the vessels.

**2.7.2** There shall be at least one powered-driven bilge water pump for each water tight passenger compartment.

**2.7.3** For open deck vessels a minimum of one hand-operated bilge pump or a bailer or a bucket is to be provided.

**2.7.3.1** For decked vessels one power driven bilge pump and one hand-operated bilge pump to be provided.

**2.7.4** One bilge pump may be the fire pump complying with the relevant firefighting requirements.

**2.7.5** The bilge pump installed shall be of self-priming type.

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## **2.8 Steering, Speed and Control**

**2.8.1** The inland vessels shall have a minimum speed of 15 km / hincalm waters and be provided with steering mechanism to be controlled in conditions of the operating zone to the satisfaction of the surveyor.

**2.8.2** Category 'C' vessels are to be provided with reliable steering systems. In the case of Category 'C' vessels, only a hand tiller may be provided for steering, if acceptable to the CEO, Karnataka Maritime Board. If a fully powered steering gear is fitted in and Category 'C' vessels, an independent secondary means of steering is to be provided.

**2.8.3** Steering systems shall comply with the following requirements:

- a. For manually controlled steering systems, a single turn of the wheel shall correspond to a rudder angle of at least 3°;
- b. for powered steering systems, when the rudder is at maximum immersion, it shall be possible to achieve an average angular velocity of 4°/s over the rudder's entire turning range.

**2.8.4** This requirement shall also be checked, with the vessel at full service speed, for moving the rudder over a range from 35° port to 35° starboard.

**2.8.5** In addition, it shall be checked whether the rudder keeps the position of the maximum angle at maximum propulsion power.

**2.8.6** For other types of steering systems, these requirements are to be correspondingly applied

**2.8.7** The control position is to be located such that the person conning the vessel has a clear view for the safe navigation of the vessel.

**2.8.8** When the steering control is remotely located from the means of steering, an independent steering means must be provided for steering the vessel in the event of failure of the main steering control. Arrangements may take the form of a tiller to fit the head of the rudderstock or a steering gear as appropriate, considering the nature of the operation of the vessel concerned, and are to be to the satisfaction of the CEO, Karnataka Maritime Board.

## **2.9 Rudder**

As appropriate to the vessel, the rudder and rudder stock construction materials, design in total (including tiller head attachments, bearings and pintles) and the supporting structures shall correspond to the operating conditions for the vessel. Recognized design standards such as BIS/ISO or any other marine standards to the satisfaction of the CEO, Karnataka Maritime Board shall be used for the construction and fitting of the rudder and ancillary equipment.

## **2.10 Propeller**

As appropriate to the vessel, propeller line shaft(s) construction materials and design in total (including shaft brackets, propeller securing, bearings, stern tube and thrust block) and supporting structures shall correspond to the operating conditions for the vessel. Recognized design standards such as BIS/ISO or any other marine standards to the satisfaction of the CEO, Karnataka Maritime Board shall be used for the construction and fitting of the Propeller and ancillary equipment. Propeller types may be conventional propellers, waterjet, outboard motor propellers or any other type of propellers that can operate as per the marine standard to the satisfaction of the designated authority (CEO, Karnataka Maritime Board).

## **2.11 Anchor and Cables**

**2.11.1** An anchor of sufficient mass for the size and type of vessel shall be provided, and as a minimum be of a kedge type.

**2.11.2** Vessels shall be provided with anchoring and mooring equipment following Bureau of Indian Standards or International Standards Organization and conform to industry best practice and such equipment shall commensurate with the size and type of vessel, and area of operation.

## **2.12 Towline**

A vessel shall be provided with a rope tow line of not less than the length and diameter of the anchor cable.

## **2.13 Electrical Equipment Arrangement and Installations**

**2.13.1** The electrical arrangements shall be such as to minimize the risk of fire and electric shock

**2.13.2** Electrical equipment and installations of all mechanically propelled inland vessels shall comply with the relevant electrical standards specified under subsection 59 of Inland Vessels (Design and Construction) 2023.

**2.13.3** Systems - All circuits, except the main supply from the battery to the starter motor and electrically driven steering motors, shall be provided with electrical protection against overload and short circuits, (i.e. fuses or circuit breakers shall be installed). Short circuit protection shall be for not less than twice the total rated current of the motors in the circuit protected.

**2.13.4** Batteries - Traditional alkaline and lead acid batteries evolve flammable hydrogen gas which can escape to a high level within the space through the vent plugs provided. Consequently, potential sources of ignition such as electrical equipment not directly associated with the battery installation, loose metallic objects, spanners etc. shall be kept clear.

**2.13.5** Electrical cables - Electric cables shall be constructed to a recognized standard for marine use in small vessels.

Adequate provision shall be made for securing electrical connections e.g., by use of locking washers.

**2.13.6** Alternatively, vessels with electrical system having an operating voltage lower than 50

[V] are to comply with acceptable National/International standards (such as ISO10133- Small Craft - Electrical Systems - Extra Low-Voltage D.C. Installations and ISO13297 - Small Craft- Electrical Systems-Alternating Current Installations), which provide a level of safety equivalent with the requirements of these Rules, for the operational profile of the Craft.

**2.13.7** Alternatively, vessels with electrical system having an operating voltage lower than 50 [V] are to comply with acceptable National/International standards (such as ISO25197 - Small Craft -- Electrical/Electronic Control Systems for Steering, Shift and Throttle), which provide a level of safety equivalent with the requirements of these Rules, for the operational profile of the Craft.

## **2.14 ElectricalCables**

**2.14.1** All electric cables and external wiring to the equipment shall be at least of flame-retardant type.

**2.14.2** Cables and wiring which is serving essential or emergency power, lighting, internal communications or signals shall be routed clear of galleys, laundries, machinery spaces and their housings and other high fire risk areas.

**2.14.3** Where cables which are installed in hazardous areas introduce the risk of fire or explosion in the event of an electrical fault in such areas, special precautions against such risks shall be taken such as are considered necessary by designated authorities

**2.14.4** Cables and wiring shall be installed and supported in such a manner so as to avoid chafing or other damage.

**2.14.5** Terminations and joints in all conductors shall be so made as to retain the original electrical, mechanical, flame retarding and, where necessary, fire-resisting properties of the cable.

## **2.15 Renewable sources of electrical power**

General requirements for solar power systems, where provided shall comply as follows:

**2.15.1** Solar power may be used as an additional source for charging battery systems. Suitable change over arrangements are to be provided to ensure charging of the batteries when the output from photovoltaic (PV) panels is not sufficient to charge the batteries.

**2.15.2** The components of solar power systems are to be suitably sized for charging the connected batteries.

**2.15.3** The PV panels and associated power system components are to be suitable for marine use.

**2.15.4** The following are to be considered while designing and sizing the solar power system: environmental conditions, geographical conditions, solar radiation, rated voltage and current, photovoltaic module maintenance requirements and storage battery capacity.

**2.15.5** Tests and trials are to be carried out to verify the satisfactory operation of solar power systems.

**2.15.6** PV modules are to comply with recognised standards such as:

- a. IEC 61215-1:2021 Terrestrial photovoltaic (PV) modules – Design qualification and type approval - Part 1: Test requirements
- b. IEC 61215-2:2021 Terrestrial photovoltaic (PV) modules – Design qualification and type approval - Part 1: Test procedures
- c. IEC61701:2020 –Photovoltaic (PV) modules-Salt mist corrosion testing
- d. IEC 61730-1:2016 – Photovoltaic (PV) module safety qualification, Requirements for construction
- e. IEC 62716:2016 – Photovoltaic (PV) modules - Ammonia corrosion testing (for modules installed on board ammonia carriers).

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**2.16 Store, Spare, Gear and Tool**

**2.16.1** Every inland vessel shall be provided with stores, spare gear and tools as may be necessary and sufficient for the intended service of the vessel.

**Chapter 3****Life-Saving Appliances**

**3.1** Any particular piece of equipment or machinery that the inland vessels shall be provided with or carried on board shall be in accordance with a national or international standard such as the BIS or the ISO.

**3.2** Life-saving appliances shall be fitted with retro-reflective material and the dimensions and location of the material shall be in accordance with national or international standards.

**3.3** Life-rafts or buoyant apparatus shall be a provided for a minimum of 110% of the total approved carrying capacity of the crew and passengers of the vessel; the number of life-rafts or buoyant apparatus may be determined by the CEO, Karnataka Maritime Board depending on the area of operation and rescue services. The buoyant apparatus or life raft may be replaced with an equivalent capacity of a number of lifebuoys and 50% with 30 metres of buoyant line

**3.4** One whistle or equivalent sound signal.

**3.5** One first-aid kit in a water proof case.

**3.6** One red hand flare.

**3.7** One buoyant paddle.

**3.8** One water proof electric torch adequate for morse signalling or one search light.

**3.9** Life Jacket shall be provided for 110% of the total capacity for each crew and passenger including children and infants onboard.

**3.10** The vessel shall comply with the Central Inland Vessel Life Saving Appliance Rules

**Chapter 4****Fire Safety and Fighting Appliances**

4.1 Any particular piece of equipment or machinery that the inland vessels shall be provided with or carried on board shall be in accordance with a national or international standard such as the BIS or the ISO.

4.2 Minimum one portable engine-driven fire pump or fixed fire pump to be carried on board for a vessel length of more than 6 metres, alternatively a hand pump with suction pipe arrangement from overboard.

4.3 One portable fire extinguisher shall be provided.

4.4 A minimum of one fire bucket with a lanyard shall be provided.

4.5 A minimum of one sandbox with a scoop shall be provided and the quantity shall not be less than 0.050 cubic metres.

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## **Chapter 5 Navigation and Communication Equipment**

**5.1** Any particular piece of equipment or machinery that the inland vessels shall be provided with or carried onboard shall be in accordance with a national or international standard such as the BIS or the ISO.

**5.2** Magnetic Compass -A vessel must be provided with an efficient magnetic compass, which is suitably adjusted.

**5.3** Navigation Light –a combined navigation light or a white mast light as best possible. A vessel that operates only between sunrise and sunset is not required to carry navigation lights.

**5.4** Mobile phone – At least one crew of vessel must be equipped with a mobile phone for communication.

**5.5** Sound Signal Equipment – A vessel of less than 10 metres in length is not obliged to carry the sound signaling equipment required by the Regulations on the condition that some other means of making an efficient sound signal is provided and to the approval of the CEO, Karnataka Maritime Board.

**5.6** Vessels less than 10 metres must not put to sea in fog, and if visibility starts to deteriorate, they are to return to shore.  
A vessel of more than 6 metres must carry a water-resistant torch, a suitable boat hook and a heaving line of at least 10 metres.

## **Chapter 6 Free board Criteria and Stability:**

### **6.1 Freeboard Calculation**

Free board calculation shall comply as per **sections 15 of Inland Vessels (Design and Construction) rules 2024.**

### **6.2 Draft marks and free board marking:**

Draft marks and freeboard marking shall comply specified under **sections 31 and 32 of Inland Vessels (Design and Construction) 2024.**

### **6.3 Lightship:**

May be determined by the estimation of the structure material and outfitting material or weighed by crane lifting or by weighing machine in the presence of the CEO, Karnataka Maritime Board.

### **6.4 Draft record or measurement**

Manual loading simulates actual loading conditions w.r.t longitudinal, vertical and transverse center of gravity as per inland vessel types; and needs to record the draft, at lightship, deadweight and overload conditions as mentioned in **SOP-XI.**

### **6.5 Stability Criteria and information:**

For Category ‘C’ vessels, the provisions contained in **sub-rules (1) to (8) of subsections of (13) of Inland Vessels (Design and Construction) 2023** shall

apply only in so far as it is deemed reasonable, by the CEO, Karnataka Maritime Board, considering the type, size and intended operational profile of the vessel

**6.5.1** Meta centric Height (GM)≥**0.35; at full loaded condition.**

**6.5.2** Meta centric Height (GM)≥**0.00; at overloaded condition.**

**6.5.3** Heeling Test:

The vessel should heel upto 10deg.

±1deg and should return back to its original position.

**6.6** The above test is not mandatory for similar vessels (length, breadth, depth, material used and structure arrangement are the same).

**6.7** The above draft marking, weight measurement, draft measurement and stability test are recorded in the presence of the CEO, Karnataka Maritime Board.

**6.8** Alternatively, for stability and buoyancy assessment the requirements in International Standards Organisation (ISO) 12217-1 and 12217-3 may be applied instead of the criteria mentioned in sub-rules 6.5 and 6.6 to the satisfaction of the CEO, Karnataka Maritime Board.

**6.9** All inland vessels are to be designed and constructed to meet the minimum requirement of 110% floatation test or reserve buoyancy. The density of buoyant material shall be less than 0.35 MT/m<sup>3</sup>. The buoyancy material shall be protected from mechanical damage and be placed or secured so that it cannot be accidentally moved or floated out of place. Buoyancy material shall be as per national and international standards.

## **Section B: Non-Mechanically Propelled Inland Vessel**

The rules of this section shall apply to Non-Mechanically Propelled Inland Vessel registered under Inland vessels rules, Karnataka, 2025.

### **Chapter 1**

#### **Construction and Structural Strength**

The rules of this section shall apply to Non-Mechanically Propelled Inland Vessel registered under Inland vessels rules, Karnataka, 2025.

##### **a. General Requirements**

###### **i. Adequate Strength and Service Life:**

The hull structure must be designed and constructed to provide sufficient strength to withstand the stresses and forces it will experience during operation.

The vessel's service life is critical, and the hull must be durable enough to maintain its structural integrity over an extended period.

###### **ii. Weather Conditions and Operating Parameters:**

The design shall take into account the weather conditions that the vessel is likely to encounter in its designated area of operation as mentioned in **Section A sub-rule 3** above.

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The hull must be capable of withstanding the sea weather conditions at both the vessel's service draught (the depth of water required for the vessel to float freely) and its maximum service speed.

**iii. Openings with Adequate Stiffening:**

Any openings in the hull, such as doors or hatches, shall be designed with sufficient stiffening. Stiffening refers to reinforcing the structure around the opening to maintain overall structural integrity.

The design of the sea openings must meet the standards and requirements set by the CEO, Karnataka Maritime Board, which could be a maritime regulatory body or another relevant authority.

**iv. Alternative Standards:**

Construction and strength of Category C inland vessels may be recognized by the CEO, Karnataka Maritime Board in accordance with recognized national/international standards (ISO standards for small crafts –ISO12215).

**v. Approval from Designated Authority (CEO, Karnataka Maritime Board):**

The satisfaction of the CEO, Karnataka Maritime Board is crucial, indicating that the vessel's design and construction meet the required safety and regulatory standards.

**b. Materials and Equipment Standard**

- i. Materials used for the construction of Category 'C' vessels shall conform to the standards considered appropriate by the designated authority.
- ii. Equipment and types of machinery are required to be carried on board, and shall be under Bureau of Indian Standards or International Standards Organization norms.
- iii. Proposals to use any other material shall be submitted to the designated Authority for consideration and approval.

**c. Hull, Bulkheads, decks, deck openings**

Hull: The structural strength of the hull shall be sufficient to withstand forces exerted on it. In the decked vessel – the upper deck and hull side's cut/opening/outfitting shall be watertight. In an open vessel–the hull side's cut/opening/outfitting shall be watertight.

Hull Construction and Scantlings may also be recognized by the Designated Authority in accordance with ISO12215.

- i. Bulkheads:

The structural strength of the watertight bulkhead **in the decked vessel** shall be sufficient to with stand the test under the approval of the designated authority **as per Chapter 6**. Any opening in a watertight bulkhead shall be provided with water tight i.e., watertight door and pipe penetration, to the satisfaction of the designated authority.

- ii. Decks, deck opening and hatch coamings: For decked vessels, the deck must be watertight from stem to stern throughout. For embarking/disembarking of passengers or cargo, a minimum two-deck hatch shall be provided with a coaming height mentioned in **sub-rule 1.4** below.

**d. Calculation of freeboard.**

- i. For all vessels, the assigned freeboard shall be the freeboard of the deepest approved loading condition recorded in the intact or damaged stability information booklets (if required)
- ii. Not with standing anything contained in **sub-rule(1)** above, the free board assigned shall in no case be less than 150 mm for cargo vessels and 300 mm for passenger vessels.

**e. Cargo Hatches, Coaming Heights and conditions of assignment of freeboard.**

- i. The height of cargo hatch comings above decks shall not less than:
- (a) 300[mm]forZones1and2; and
- (b) 200[mm]forZone3;
- ii. In addition, the height [mm] of hatch coaming above load water line is to be not less than given in the Table below:

Height of Hatch comings or ventilator coming above load water line			
	Zone1	Zone2	Zone3
With a weather tight hatch cover or ventilator closing appliances	1000	600	300
Without weather tight that cover without ventilator closing appliances	1700	1000	500

- iii. The strength and water tightness requirements, alternatively may be applied as per ISO12216 to the satisfaction of the CEO, Karnataka Maritime Board.

**1.6 Windows and side Scuttles:**

Designed and constructed as per **sub-rule 20** of in Inland Vessels (Design and construction) Rules 2023 or ISO 12216 to the satisfaction of the CEO, Karnataka Maritime Board.

**1.7 Height of side railing or guard rails:**

The top of the gunwale, bulwark, or railing must be at least 900mm in height.

## **1.8 Flooring**

In passenger vessels or similar vessels carrying passengers, the floor in areas with fittings shall be flushed, and the flushed floor area shall be in contrasted color and provided with anti-skid material to the satisfaction of the CEO, Karnataka Maritime Board.

## **Chapter2 Equipment**

### **2.1 General Requirements:**

Equipment details and installation information shall be shared to the designated authority.

### **2.2 Paddle Wheel:**

Paddle wheel and similar type of equipment or system shall be maintained, greasing shall be done periodically. Frictional material shall be installed to the paddle for safety while operating. Battery Accumulator: batteries are to be protected against short circuits by devices, in each insulated pole, placed at a position adjacent to the battery compartment.

### **2.3 Bilge pumping arrangements and bilge pump**

Provided the safety of a vessel is not impaired, a bilge pump needs to be carried or installed for drainage of particular compartments.

**2.3.1** The requirements and the provisions of the serules generally apply to vessels of Category 'C', in so far as deemed reasonable by the designated authority, giving due consideration to their size and operational profile of the vessels.

**2.3.2** of one hand-operated bilge pump or a bailer or a bucket is to be provided.

**2.3.3** One bilge pump may be the fire pump complying with the relevant fire fighting requirements

**2.3.4** The bilge pump installed shall be of self-priming type.

### **2.4 Steering**

**2.4.1** Category 'B' and Category 'C' vessels are to be provided with reliable steering systems. In the case of Category 'C' vessels, only a hand tiller may be provided for steering, if acceptable to the CEO, Karnataka Maritime Board.

**2.4.2** The control position is to be located such that the person conning the vessel has a clear view for the safe navigation of the vessel.

**2.4.3** Construction and fitting shall be as BIS /ISO standards or other marine standards and to the satisfaction of the CEO, Karnataka Maritime Board.

### **2.5 Rudder**

As appropriate to the vessel, the rudder and rudder stock construction materials, design in total (including tiller head attachments, bearings and pintles) and the supporting structures shall correspond to the operating conditions for the vessel. Recognized design standards such as BIS/ISO or any other marine standards to the satisfaction of the CEO, Karnataka Maritime Board for construction and fitting of the Rudder and Ancillary Equipment.

## **2.6 Anchor and Cables**

**2.6.1** An anchor of sufficient mass for the size and type of vessel must be provided, and as a minimum be of a kedge type.

**2.6.2** Cables are \_\_\_\_\_, it may be of chain or rope.

**2.6.3** When the anchor cable is of rope, it shall not be less than 10 metres of chain between the rope and the anchor.

The minimum diameter of cable rope shall be 32mm and to the satisfaction of the designate \_\_\_\_\_ authority.

Construction and fitting to be as per BIS/ISO or marine standards to the satisfaction of the designated authority.

## **2.7 Towline**

A vessel shall be provided with a rope tow line of not less than the length and diameter of the anchor cable.

## **2.8 Electrical Equipment Arrangement and Installations**

**2.8.1** The electrical arrangements shall be such as to minimize the risk of fire and electric shock.

**2.8.2** Batteries - Traditional alkaline and lead acid batteries evolve flammable hydrogen gas which can escape to a high-level with in the space through the vent plugs provided. Consequently, potential sources of ignition such as electrical equipment not directly associated with the battery installation, loose metallic objects, spanners etc. shall be kept clear.

**2.8.3** Electrical cables-Electric cables shall be constructed to a recognized standard for marine use in small vessels. Adequate provision shall be made for securing electrical connections e.g., by use of locking washers.

**2.8.4** Alternatively, Small Crafts with electrical system shaving an operating voltage lower than 50[V] are to comply with acceptable National/International standards (such as ISO10133-Small Craft - Electrical Systems - Extra Low-Voltage D.C. Installations and ISO13297 - Small Craft- Electrical Systems-Alternating Current Installations), which provide a level of safety equivalent with the requirements of these Rules, for the operational profile of the Craft.

**2.8.5** Alternatively, Small Crafts with electrical systems having an operating voltage lower than 50[V] are to comply with acceptable National/International standards (such as ISO25197 -Small Craft -- Electrical/Electronic Control Systems for Steering, Shift and Throttle), which provide a level of safety equivalent with the requirements of these Rules, for the operational profile of the Craft.

**2.8.6** Alternatively, small crafts with electrical systems having an operating voltage higher than 50[V] are to comply with the requirements of Chapter 12, Section 5 (except 5.4) of the *Rules and Regulations for the Construction and Classification of High-Speed Crafts and Light Crafts*, as applicable to **HSLC** and **LC** crafts

## **2.9 Electrical Cables**

**2.9.1** All electric cables and external wiring to the equipment shall be at least of flame-retardant type.

**2.9.2** Cables and wiring which is serving essential or emergency power, lighting, internal communications or signals shall be routed clear of galleys, laundries, and their housings and other high fire risk areas.

**2.9.3** Where cables which are installed in hazardous areas are as to introduce the risk of fire or explosion in the event of an electrical fault in such areas, special precautions against such risks shall be taken such as are considered necessary by designated authorities.

**2.9.4** Cables and wiring shall be installed and supported in such a manner so as to avoid chafing or other damage.

**2.9.5** Terminations and joints in all conductors shall be so made as to retain the original electrical, mechanical, flame retarding and, where necessary, fire-resisting properties of the cable.

## **S2.10 Renewable sources of electrical power**

General requirements for solar power systems

**2.10.1** Solar power may be used as an additional source for charging battery systems. Suitable change over arrangements are to be provided to ensure charging of the batteries when the output from photo voltaic (PV) panels is not sufficient to charge the batteries.

**2.10.2** The components of solar power systems are to be suitably sized for charging the connected batteries.

**2.10.3** The PV panels and associated power system components are to be suitable for marine use.

**2.10.4** The following are to be considered while designing and sizing the solar power system: environmental conditions, geographical conditions, solar radiation, rated voltage and current, photovoltaic module maintenance requirements and storage battery capacity.

**2.10.5** Tests and trials are to be carried out to verify the satisfactory operation of solar power systems.

**2.10.6** PV modules are to comply with recognised standards such as:

- (a) IEC 61215-1:2021 Terrestrial photovoltaic (PV) modules – Design qualification and type approval - Part 1: Test requirements
- (b) IEC 61215-2:2021 Terrestrial photovoltaic (PV) modules – Design qualification and type approval - Part 1: Test procedures
- (c) IEC61701:2020 –Photo voltaic(PV)modules – Salt mist corrosion testing
- (d) IEC 61730-1:2016 – Photovoltaic (PV) module safety qualification, Requirements for construction
- (e) IEC 62716:2016 – Photovoltaic (PV) modules - Ammonia corrosion testing (for modules installed on board ammonia carriers).

## **2.11 Store, Spare, Gear and Tool**

Every inland vessel shall be provided with stores, spare gear and tools as may be necessary and sufficient for the intended service of the vessel.

## **Chapter 3 Life-Saving Appliances**

- a. **3.1** Any particular piece of equipment or machinery that the inland vessels shall be provided with or carried onboard shall be in accordance with a national or international standard such as the BIS or the ISO.

**3.2** Life-saving appliances shall be fitted with retro-reflective material and the dimension and location of the material shall be in accordance with national or international standards

**3.3** The minimum capacity of a life-raft or buoyant apparatus shall be provided for 110% of the total capacity of the crew and passengers on board; the number of life-rafts or buoyant apparatus may be determined by the CEO, Karnataka Maritime Board depending on the area of operation and rescue services, buoyant apparatus may be replaced with an equivalent capacity of a number of life buoys and at least 30 metres of buoyant line.

**3.4** One whistle or equivalent sound signal.

**3.5** One first-aid kit in a water proof case.

**3.6** One red hand flare

**3.7** Two buoyant paddles.

**3.8** One water proof electric torch adequate for morse signaling or one search light.

**3.9** Life Jacket shall be provided for 110% of the total capacity for each crew and passenger including children and infants onboard.

**3.10** These rules are in addition to Centre Inland Vessel LSA Rules, whereas applicable.

#### **Chapter 4**

#### **Fire Safety and Fighting Appliances**

- - Any particular piece of equipment or machinery that the inland vessels shall be provided with or carried onboard shall be in accordance with a national or international standard such as the BIS or the ISO.
  - Minimum one handpump with pipe suction arrangement from overboard.
  - A minimum of one fire bucket with a lanyard shall be provided.
  - **applicable.**

#### **Chapter 5**

#### **Navigation and Communication Equipment**

**5.1** Any particular piece of equipment or machinery that the inland vessels shall be provided with or carried onboard shall be in accordance with a national or international standard such as the BIS or the ISO.

**5.2** Magnetic Compass - A vessel must be provided with an efficient magnetic compass, which is suitably adjusted or fitted with a deviation card.

**5.3** Navigation Light-Suitable means to indicate presence of the vessel at night.

**5.4** Mobile phone – At least one crew of the vessel must be equipped with a mobile phone for communication.

**5.5** Sound Signal Equipment - A vessel of less than 10 metres in length is not obliged to carry the sound signaling equipment required by the Regulations on the condition that some other means of making an efficient sound signal is provided and to the approval of the designated authority.

**5.6** Vessels must not ply in fog, and if visibility starts to deteriorate, they are to return to shore.

A vessel must carry a water-resistant torch, a suitable boat hook and a heaving line of at least 10 metres.

## **Chapter 6**

### **Free board Criteria and Stability**

#### **6.1 Draft marks and free board marking:**

Draft marks and free board marking shall comply specified under **subsections 31 and 32 of Inland Vessels (Design and Construction) 2024.**

#### **6.2 Freeboard Criteria**

Free board criteria shall comply as per **subsections 31 and 32 of Inland Vessels (Design and Construction) rules 2024.**

#### **6.3 Lightship:**

May be determined by the estimation of the structure material and outfitting material or weighed by crane lifting or by weighing machine in the presence of CEO, Karnataka Maritime Board.

#### **6.4 Draft record or measurement:**

Manual loading simulates actual loading conditions w.r.t longitudinal, vertical and transverse center of gravity as per inland vessel types; and needs to record the draft, at lightship, deadweight and overweight conditions. as mentioned in **SOP-XI.**

#### **6.5 Stability Criteria and information:**

For Category 'B' and Category 'C' vessels, the provisions contained in sub-rules (1) to(8) of subsections of (13) of Inland Vessels (Design and Construction) 2023 shall apply only in so far as it is deemed reasonable, by the CEO, Karnataka Maritime Board, considering the type, size and intended operational profile of the vessel

**6.5.1** Meta centric Height(GM) $\geq$ 0.35;atfullloaded condition.

**6.5.2** Meta centric S Height(GM) $\geq$ 0.00;atoverloadedcondition.

**6.5.3** Heeling Test: The vessel should heel upto 10 deg.  $\pm$ 1 deg and should return back to its original position

**6.6** The above test is not mandatory for similar vessels (length, breadth, depth, material used and structure arrangement are the same).

**6.7** The above draft marking, weight measurement, draft measurement and stability test are recorded in the presence of the CEO, Karnataka Maritime Board.

**6.8** Alternatively, for stability and buoyancy assessment the requirements in International Standards Organisation 12217-1 and 12217-3 may be applied instead of the criteria mentioned in sub-rules 6.5 and 6.6

**6.9** All inland vessels are designed and constructed to meet the minimum requirement of 110% floatation test or reserve buoyancy. The density of buoyant material should be less than 0.35MT/m<sup>3</sup>. The buoyancy material shall be protected from mechanical damage and be placed or secured so that it cannot be accidentally moved or floated out of place. Buoyancy material shall be as per national and international standards.

**SCHEDULE-VII -(POLLUTION AND CONTAMINATION)**

**Part-I**

**[Seerule11 (2)and(3)]**

**Prescription for Oily Mixture Treatment Equipment for Inland Vessel Oil Filtering Equipment (15 ppm Bilge Separator):**

**(1) 15-ppm Bilge Separator Construction:**

- "The 15-ppm bilge separator shall be strongly constructed and suitable for the vessel's use, considering its intended location on the vessel."

**(2) Flammable Atmosphere Compliance:**

- "If intended to be fitted in locations where flammable atmospheres may be present, it shall comply with the relevant safety regulations for such spaces."

**(3) Automatic Function and Malfunction Prevention:**

- "The 15-ppm bilge separator shall be designed to function automatically. However, safe arrangements to avoid any discharge in case of malfunction shall be provided."

**(4) Feed Change Discharge Limits:**

- "Changing the feed to the 15-ppm bilge separator from bilge water, oily bilge water, or emulsified bilge water, or from oil and water to air, shall not result in the discharge overboard of any mixture containing more than 15 ppm of oil."

**(5) Operational Requirements:**

- "The system shall require minimal attention to bring it into operation. For engine room bilges, there shall be no need for any adjustment to valves or other equipment to bring the system into operation. The equipment shall be capable of operating for at least twenty-four hours of normal duty without attention."

**(6) Maintenance Accessibility:**

- "All working parts of the 15-ppm bilge separator that are likely to be damaged shall be easily accessible for maintenance."

**15 ppm Bilge Alarm:**

**(7) Corrosion Resistance:**

- "The 15-ppm bilge alarm shall resist corrosion in marine environmental conditions."

**(8) Electrical Equipment Location:**

- "Any electrical equipment that is part of the 15-ppm bilge alarm shall be placed in a non-hazardous area."

**(9) PPM Display and Onboard Testing:**

- "A ppm display shall be provided. Onboard testing according to the manufacturer's instructions shall be carried out."

**(10) Response Time:**

- "The response time, which is the time that elapses between an alteration in the sample being supplied to the 15-ppm bilge alarm and the ppm display, shall not exceed five seconds."

**(11) Data Recording and Storage:**

- "The 15-ppm bilge alarm shall record the date, time, alarm status, and operating status of the 15-ppm bilge separator. The recording device shall also store data for at least eighteen months."

**(12) Accuracy and Calibration:**

- "The accuracy of the 15-ppm bilge alarm shall be checked at renewal surveys according to the manufacturer's instructions. The calibration certificate for the 15-ppm bilge alarm, certifying the date of the last calibration check, shall be retained on board for inspection purposes."

**Part II: Holding Tank for Inland Vessel:****Bilge Water Holding Tank Capacity:**

- "Vessels below 150 gross tonnage or main engine rating up to 750 kW: 1.0 m<sup>3</sup>" (Consistent use of "kW" and "m<sup>3</sup>")
- "Vessels (greater than 150 gross tonnage and less than 400 gross tonnage) or main engine rating up to 1000 kW: 1.5 m<sup>3</sup>"
- "Vessels (greater than 400 gross tonnage and less than 3000 gross tonnage) or main engine rating (greater than 1000 kW and less than 20,000 kW) capacity:  $1.5 + (P - 1,000) / 1,500$  m<sup>3</sup>"
- "Vessels (greater than 3000 gross tonnage) or main engine rating (greater than 20,000 kW) capacity:  $14.2 + 0.2 (P - 20,000) / 1,500$  m<sup>3</sup> (where P = main engine rating in kW)" (Added clarification for P)
- "Provided that for Inland Vessels of less than 150 gross tonnage, where, due to space constraints, it is not practicable to provide a 1.0 m<sup>3</sup> holding tank, the CEO, Karnataka Maritime Board may allow for providing a 0.5 m<sup>3</sup> holding tank for Inland Vessels of 250 kW to 750 kW engine rating and 0.25 m<sup>3</sup> for less than 250 kW engine rating." (Improved flow and clarity)

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### **Schedule-VIII**

#### **List of Approved Routes**

Directorate of Ports and Member (Maritime & Inland Water Transport Operations) in addition to Certificate of Survey also approves the route on which the Passenger/Tourist Vessels are allowed to operate on the basis of application of the owner. The state government by issuing notification may add or remove routes from the following list of approved routes.

1. NW 21 – Bheema River (139 KM) (KA and TS)
2. NW 41 – Ghataprabha River (112 KM)
3. NW 43 – Gurupura River (10 KM)
4. NW 51 – Kabini River (23 KM)
5. NW 53 – Kali River (53 KM)
6. NW 67 – Malaprabha River (94 KM)
7. NW 74 – Netravati River (79 KM)
8. NW 75 - Panchagangavali (Panchagangoli) River (23 KM)
9. NW 90 - Sharavati River (29 KM)
10. NW 104 – Tungabhadra River (232 KM) (Karnataka, Telangana & Andhra Pradesh)
11. NW 105 - Udayavara River (15 KM)
12. NW 4 – Krishna River (Wazirabad (AP) to Galagali – 636KM)

*Source: List of National Waterways | Ministry of Ports, Shipping and Waterways (shipmin.gov.in)*

### **Schedule-IX**

#### **PROCEDURES FOR THE DETENTION OF VESSELS (SECTION 63 AND 85 OF THE INLAND VESSEL ACT 2021)**

##### **1. Inspection**

1.1 For the purpose of ensuring that the provisions of the Act are being complied with, the Registering Authority or any officer authorized by the State Government may go on board, detain, or inspect any vessel at any hour.

1.2 It shall be the duty and responsibility of the owner or master of the inland vessel to give all reasonable assistance to the inspecting officer in carrying out the inspection and to comply with any lawful direction that he may give.

1.3 In case any inland vessel is detained, a report of the circumstances in which the detention is ordered and a copy of the detention notice shall be sent to the Registering Authority and the Administration within forty-eight hours. The notice of detention is to be given as per the form appended to this schedule at Annex-1.

##### **2. Inspection Criteria**

2.1 When deciding whether the deficiencies found in a vessel are sufficiently serious to merit detention or the vessel is involved in a claim or liability for personal injury, loss of life, or pollution to the environment, the appointed or the authorized officer should assess whether:

- The vessel complies with the provisions of the Act, especially section 85, and has relevant, valid documentation as per the Act.

- The vessel has the crew required for Safe Manning under Chapter VI of the Act and the Inland Vessel Manning Rules of the Central and the State Government.
- The vessel is involved in an accident where personal injury, loss of life, or pollution to the environment has been caused.
- There is an order of detention or removal from the court, investigation authority, or investigating officer under the provisions of the Act or Central or State Government rules under the Act.

2.2 During inspection, the appointed or the authorized officer should further assess whether the vessel and/or crew, throughout its forthcoming voyage, is able to:

- Navigate safely.
- Safely handle, carry, and monitor the condition of the cargo.
- Operate the engine-room safely.
- Maintain proper propulsion and steering.
- Fight fire<sup>1</sup>effectively in any part of the ship if necessary.
- Abandon ship speedily and safely and effect rescue if necessary.
- Prevent pollution of the environment.
- Maintain adequate stability.
- Maintain adequate watertight integrity.
- Communicate in distress situations if necessary.<sup>2</sup>
- Provide safe and healthy conditions on board.<sup>3</sup>
- Safely carry passengers as per the registered capacity.

2.3 If the result of any of the assessments in paragraphs 2.1 and 2.2 is negative, considering all deficiencies found, the vessel should be strongly considered for detention. A combination of deficiencies of a less serious nature may also warrant the detention of the vessel.

2.4 Vessels which are unsafe to ply on the waterways should be detained upon the first inspection, irrespective of the time the vessel will stay in port or at the terminal.

### **3. General**

The lack of valid certificates as required by the relevant instruments may warrant the detention of vessels. However, vessels registered in other states of the country, if not carrying the certificate of the inspecting state, may be given an opportunity to present its case prior to detention.

#### 4. Detainable Conditions

The Registration Authority or any officer authorized by the Government, when inspecting vessels and considering detention, shall be guided by the provisions of the following sections of the Inland Vessel Act, 2021:

- Section 19
- Section 61(3)
- Section 63
- Section 66
- Section 85

#### 5. Duty of Care

Provided that the appointed or the authorized officer shall exercise due care and not unnecessarily hinder the loading or unloading of cargo or; embarking or disembarking of passengers of the mechanically propelled inland vessel, or unnecessarily detain or delay her from proceeding on any voyage.

#### 6. Appeal Provision

6.1 Any person aggrieved by an order made by the officers or authorities under this Act may appeal to the CEO, Karnataka Maritime Board against refusal, suspension, cancellation, detention, removal, or such other order, issued under the Act, within thirty days from the date of receipt of such order.

6.2 The Designated Officer shall cause notice of the appeal to be given to concerned officers or authorities whose order is made the subject matter of the appeal, and give an opportunity of hearing to the appellant. The state government may constitute a committee for hearing the appeal.

6.3 Subject to the outcome of paragraph 6.2, the designated officer shall pass an appropriate order by recording reasons thereof, which shall be final. The release order format is appended at Annex-2 to this schedule.

#### **Annex-1 of Schedule-IX** **Detention Order**

Reporting Office:  
Head Office:

<b>Detention Order No:</b>	<b>Date:</b>
<b>Name of Vessel:</b>	<b>Registration Number:</b>
<b>Place of Registry:</b>	<b>Present Location:</b>
<b>Name of Master</b>	

Vessel [**Vessel Name**] was inspected in accordance with the provisions of the Inland Vessel Act, 2021, by surveyors and authorized officers from this department on [**Date of Inspection**] at [**Place of Inspection**]. The inspection team has reported

deficiencies rendering the vessel to be categorized as 'Unpliable' within the meaning of the Inland Vessel Act, 2021, and Karnataka Inland Vessel Rules, 2025, as amended.

In exercise of powers vested under sections 63, 85, [...**Other relevant sections...**] hereby orders provisional DETENTION of vessel **[Vessel Name]**, Reg. No. **[Registration Number]**, under State Control, subject to the "Note" below.

**Note:**

Vessel **[Vessel Name]**, Reg. No. **[Registration Number]**, is thus detained and not allowed to sail out of the port/location limits of **[Name of Port]** without permission from this office. Unless otherwise informed explicitly, the vessel has to carry out all necessary repairs in consultation with the classification/State, comply with the rule requirements as per the applicable standards, and be presented for re-inspection by a Surveyor from this department, or as intimated otherwise.

Name.....

Signature.....

Date.....

Encl:-Report (Form A and B) Copy to:-

1. The Master (to also ensure that owners is informed forth with)
2. The Director, Ports and (Member Maritime & IWT Operations)
3. State of Registration
4. Classification Society

**NOTE:-The Master of the vessel has the "right of appeal" against this order.**

**Detention Authority: Director Ports and Member (Maritime & IWT Operations)**

**Appellate Authority: CEO, Karnataka Maritime Board**

**Annex – 2 of Schedule-IX**

**RELEASE ORDER**

<b>Release Order No:</b>	<b>Date:</b>
<b>Ref: Detention Order No:</b>	<b>Date:</b>
<b>Name of Vessel:</b>	<b>Registration Number:</b>
<b>Place of Registry:</b>	<b>Present Location:</b>
<b>Name of Master</b>	

Vessel **[Vessel Name]**, Reg. No.**[Registration Number]**, registered at **[Place of Registration]**, was detained by this office on **[Date of Detention]** in view of serious deficiencies observed on the vessel and was advised to carry out all necessary repairs in consultation with the State/Surveying Authority of the vessel.

This is to confirm that subsequent to the re-inspection of the vessel by this department on **[Date of Re-inspection]**, and in exercise of power vested under section 85 of the Inland Vessel Act 2021, and Karnataka Inland Vessel Rules 2025, hereby orders the release of vessel **[Vessel Name]**, Reg. No. **[Registration Number]**.

Thus, the vessel **[Vessel Name]**, Reg. No.**[Registration Number]**, is permitted to sail out/ply subject to the following conditions (if any, if no conditions apply, please state NIL) from **[Date of Release]**:

- 1.....
- 2.....
- 3.....

**Name:**.....

**Signature:**.....

**Date:**.....

**Copy to:**

- The Master (to also ensure that owners/agents are informed forthwith)
- The Director, Ports and (Member Maritime &IWT Operations)
- State of Registration
- Classification Society

**FORM- A**

**STATE CONTROL INSPECTION REPORT (IV Act, 2021)**

**If the vessel is detained, copy to:** Head Office, Master, State, and Classification Society

- 1. **Name of reporting authority:**  
.....
- 2. **Name of Vessel:**  
.....
- 3. **State of Registration:**  
.....
- 4. **Type of vessel:**  
.....
- 5. **Registration Number and Year of Build:**  
.....
- 6. **Classification Society:**  
.....
- 7. **Gross tonnage:**  
.....

8. **Deadweight** (where applicable):  
 .....  
 9. **Date** of **inspection**:  
 .....  
 10. **Place** of **inspection**:  
 .....  
 11. **Date** of **release** from **detention**:  
 .....  
 12. **Particulars of company (details) and local contact**:  
 13. **Relevant certificate(s)**:

#	Certificate Title	Issuing Authority	Date of Issue	Date of Expiry	Last Survey		
					Type	Date	Place

- 2. Deficiencies
- 3. Vessel detained
- 4. Supporting documentation

Issuing

Yes/No Yes/No Yes/No

(see attached FORM B) (see annex)

.....  
 office.....  
 Telephone.....  
 Signature.....

(duly authorized officer of reporting authority: Port Officer Karwar)

This report must be retained onboard for a period of two years and must be available for consultation by State control officers at all times.

**Releasing Authority: Director Ports and Member (Maritime & IWT Operations)**

**Appellate Authority: 1. CEO, Karnataka Maritime Board**

**FORM-B**

**STATE CONTROL INSPECTION REPORT**

If vessel is detained, copy to: Head Office, Master, State, and Classification Society

1. Name of Vessel:

2 Registration number:

3 Date of inspection      4 Date of inspection

5 Nature of deficiency

SN	Deficiency	Section/Act	Rule/Order	Action Taken

Signature.....

.....

Name.....

.....

***(duly authorized officer/reporting authority: Port Officer, KARwar)***

This inspection was not a full survey, and listed deficiencies may not be exhaustive. In the event of a detention, it is recommended that a full survey be carried out by the surveying authority and all deficiencies rectified before an application for re-inspection is made.

Actions taken include, i.e.: Vessel detained/released, Registering State informed, classification society informed, next port informed. is made.

Actions taken include, i.e.: Vessel detained/released, Registering State informed, classification society informed, next port informed.

***Deficiency Action Codes***

Deficiency rectified: 01

Rectify deficiency at next port: 02

Rectify deficiency within 14 days: 03

Rectify deficiency before departure: 04

Rectify deficiency within 3 months: 05

Detainable deficiency: 06

Other (Specify): 99

**APPELLATE AUTHORITY: CEO, Karnataka Maritime Board**

***Inspection Action Code***

Next port informed: 11

Registration state informed: 12

Registration state consulted: 13

Surveying Authority informed: 14

Investigation of contravention of discharge of polluting agents: 15

**Schedule-X**

**Registration and Provisional Certification of Survey Regulations**

- In accordance with the provisions of section 17 of the Inland Vessel Act, every mechanically propelled vessel is required to be registered under the Act.
- Section 5 of the Inland Vessels Registration and Other Technical Issues Rules, 2022, prescribes the procedures for registration.
- The vessel survey required as per the Inland Vessels Survey and Certification Rules, 2022, shall be completed before registry and marking of the vessel, which have to be completed before registration.

**The Procedure of Registration**

- The vessel shall meet the required construction standards and specifications as defined by the Inland Waterways Authority of India (IWAI) or applicable rules and regulations as per the Karnataka Inland Vessel Rules, 2025.
- Application for registration is to be made by the owner/agent or Master or builder as per Form 2 and submit relevant documents as below:
  - - A statement of compliance with the Inland Vessel Act and rules.
    - Declaration of ownership as per Form 3.
    - Builder's certificate (for a new vessel).

- Inspection certificate along with approved main drawings.
- Instrument of Sale (for a second-hand vessel).
- A duplicate certificate of survey or provisional certificate.
- Challan receipt.
- Details of mortgage, if any.
- Copy or certificate of insurance.
- The Registering Authority, on receipt of the application, shall approve the name and the official number for the vessel.
- The Registering Authority shall give a notice of appointment of the date and time of inspection as per Form 4.
- Upon successful inspection/examination and ascertaining that rules and requirements have been complied with, the Registering Authority shall issue a carving and marking note as per Form 5.
- The carving and marking note shall be returned after carving and marking in the manner specified in section 8 of the Central Registration Rules, which shall be certified by the surveyor.
- The registering authority, if it thinks fit, shall grant a certificate of registration as per Form 8, retaining the duplicate of the Certificate of Survey or provisional certificate of Survey, builder's certificate, instrument of sale, and the declaration of ownership.
- The registering authority may refuse to register if it is found that the inland vessel is mechanically defective or the applicant fails to furnish satisfactory evidence as per the application.
- The registration application and process may be done online at the following link:
- The Registering Authority as per the jurisdiction of Districts are as follows: Director Ports Member Maritime & IWT

**Duplication of Certificate:**

The Registering authority shall issue a duplicate of the certificate of registration, subject to payment of fees, in the case of a certificate that is lost, destroyed, or mutilated.

Duplicate certificates shall be stamped with the word 'Duplicate' in red ink.

---

**Registration Post Alterations/Modifications:**

- 
- No alterations or modifications shall be made without the prior approval of the CEO, Karnataka Maritime Board.
- When an inland vessel is altered, varying the particulars of the certificate of registration, an application for such alterations/modifications shall be submitted to the Registering authority in Form 6 of the 'Central Registration Rules'.
- The Registering authority shall decide to issue a new registration certificate or endorse the existing one as per section 9 of the Registration Rules.
- Registration of alterations shall be applied for using Form no. 6.

**Transfer of Registry:**

If the owner ceases to reside or carry on business at the registered address, a change of address shall be notified (within 30 days) to the initial registering authority.

**Cancellation of Registration:**

- 
- If an inland vessel is declared missing, destroyed, lost, abandoned, or permanently unfit for service, the owner of the vessel shall report the fact to the Registrar within fifteen (15) days of the occurrence of such event.
- In the case where the owner intends for the vessel to be scrapped, dismantled, or sold abroad, the same shall be reported to that authority at least fifteen (15) days in advance of the commencement of such activity.
- "The certificate of registration shall be surrendered to the authority for cancellation.

**Miscellaneous:**

- 
- Each Certificate of Registration shall remain valid subject to compliance with what is stated in these rules, unless terminated/suspended by the Registrar.
- The Certificate of Registration under these rules shall be subject to termination/suspension. During the validity of the Certificate of Registration, the operators shall at all times ensure absolute compliance with all requirements associated with the safety, utilization, and structural integrity of the vessel.

**Permission and Operation:**

-

- 
- Notwithstanding the operator having a valid Certificate of Registration, Certificate of Survey, and equipment, the vessel shall not be operated without valid permission for operation by the CEO, Karnataka Maritime Board or District Magistrate.
  - The operator shall not alter the structure, machinery, and equipment without permission from the Registering authority.
  - The operator shall display the capacity of the vessel as certified by the Surveyor at the point of embarkation and disembarkation.

**Conditions for Issuance of Provisional Certificate of Survey:**

- Any mechanically propelled inland vessel that has been issued with a provisional certificate of survey or endorsement under sub-section (1) may proceed on a voyage or use in service, temporarily, pending the issue of the certificate of survey, subject to the following conditions:
  - a. The provisional Certificate of Survey shall have the same effect as a Certificate of Survey.
  - b. The vessel shall be manned as required under the provisions of the Act and rules therein.
  - c. The vessel shall be fit to apply in all respects, complying with the provisions of the Act and rules therein.
  - d. Where the provisional Certificate of Survey is provided to obtain a certificate of insurance, the vessel shall not proceed on the voyage until the vessel is insured as per the provisions of the Act.
- 
- The provisional Certificate of Survey or endorsement made under the provisions of this Rule shall be valid for a maximum period of three months from the date thereof.

**Conditions for Issuance of Provisional Certificate of Registry:**

- A Provisional Certificate of Registry can be issued if the vessel is in another state or if the documents are not complete as per the requirements.
- The documents required for a Provisional Certificate of Registry are the same as for a normal Certificate of Registry.

**Schedule-XI**

Wreck, Accident, Casualty Report Form (Section 74 and 75 of IV act)

<b>Section A</b>			
Date of accident(dd/mm/yyyy):		Time of accident:	
Name of vessel:			
Port of registry:		State of vessel Registration:	
Type of vessel (e.g. tanker/bulk carrier/cruise/ferry/passenger vessel etc):		Mechanical or Non-Mechanical	
Type of accident:			
Location of accident (e.g.name of port, berth, or other geographic reference <u>including lat/long</u> ):			
In which water way/river/lake did the accident take place?			
Natural light:	Visibility:	Sea state:	Wind force:  Wind direction:
<p>Consequences of accident</p> <p>(tick as many boxes as apply):</p> <p>Fatal injury      Non-fatal injury</p> <p>Vessel damaged      Vessel lost or abandoned</p> <p>No injury or damage      Pollution – if ticked please state quantity:      Pollution type:</p>			
<b>Section B: Vessel Details</b>			
<b>Name and address of manager or owner:</b>			
Name:			
Address:			
Tel:			

Email:					
Registration number:					
Length of vessel (in metres ):		Gross tonnage:			
LOA or registered length:		Year of build <i>(if known):</i>			
Type of vessel:		Hull material:			
Classification society <i>(if applicable):</i>		Certification class <i>(if applicable):</i>			
Hours vessel was not under command/disabled <i>(if applicable):</i>		Please specify if, following the accident, either of the following were needed for the safety of your vessel:			
		Towage			
		Shore assistance			
Number of crew on board:		If applicable, number of passengers on board:			
Departure from last port	Date (dd/mm/yyyy) :	Voyage*	From:		
	Time:		To:		
If applicable, extent of damage sustained to your vessel, including your vessel's cargo: (Please enclose photographs where possible)					
If applicable, name of Vessel(s) and port of registry or state of any Other vessel(s) involved:					

Section C : Details of person(s) killed, missing or injured (This section should be completed if any person has been killed or injured)	
How many persons suffered injuries preventing performance of normal full range of duties for more than 72 hours (3 days) after the day of the accident?	How many persons killed or missing?

<b>Person1</b>			
Position (e.g. rank, rating, passenger, shore worker, contractor):	Gender:		Age:
	Nationality:		
What was injured? (e.g. left leg, finger):	Kind of injury (or enter "fatal" or "missing" if appropriate):		
Place on <u>vessel</u> where injury sustained:	Did injury mean more than 72 hours off work or greater than 24 hrs in hospital?		
On/off duty?			

<b>Person2</b>			
Position (e.g. rank, rating, passenger):	Gender:		Age:
	Nationality:		
What was injured? (e.g. left leg, finger):	Kind of injury (or enter "fatal" or "missing" if appropriate):		
Place on <u>vessel</u> where injury sustained:	Did injury mean more than 72 hours off work or greater than 24 hrs in hospital?		
On/off duty?			

If more than 2 persons suffered reportable injuries please continue in free text area:

--

**Section D : Please give a brief description of the sequence of events leading to the accident**

--

**Section E: Please state why you think the accident happened:**

--

**Section F:**

<b>Person completing form:</b>		
Name:	Date (dd/mm/yyyy):	
Position:		
Tel:		
Email:		
All information is true and complete to the best of my knowledge (please tick box):		

<b>To be completed by vessel safety officer (if applicable):</b>		
Name:	Date (dd/mm/yyyy):	
Tel:		
Email:		
All information is true and complete to the best of my knowledge (please tick box):		

<b>Designated person (if applicable):</b>		
Name:	Address:	
Tel:		
Email:		

<b>Section G - For completion in case the vessel is wrecked, abandoned, or on sighting of a wreck.</b>		
The location of the vessel / wreck (Lat/Long)		
status of the vessel (aground, foundered, anchored, moored, floating)		
Current Direction		Current Rate
Wind Direction		Wind Force
Status of vessels (Sinking, on fire, Broken, stability etc.) Description of action leading to abandonment		

**Guidance Note**

Please use the terms in the shaded areas when completing Section A of the Accident Report Form

Beaufort Scale			
0	Calm	knot (0-1)	m/s(0-1)
1	Light air	knot (1-3)	m/s(1-2)
2	Light breeze	knot (4-6)	m/s(2-3)
3	Gentlebreeze	knot (7-10)	m/s(4-5)
4	Moderatebreeze	knot (11-16)	m/s(6-8)
5	Freshbreeze	knot (17-21)	m/s(9-11)
6	Strongbreeze	knot (22-27)	m/s(11-14)
7	Neargale	knot (28-33)	m/s(14-17)
8	Gale	knot (34-40)	m/s(17-21)
9	Strong gale	knot (41-47)	m/s(21-24)
10	Storm	knot (48-55)	m/s(25-28)
11	Violentstorm	knot (56-63)	m/s(29-32)
12	Hurricane	knot(+64)	m/s(+33)
Unknown			

**Wind ►**

**Sea state ►**

0	Calmglassy	(0m)
1	Calmrippled	(0-0.1m)
2	Smooth	(0.1-0.5m)
3	Slight	(0.5-1.25m)
4	Moderate	(1.25-2.5m)
5	Rough	(2.5m- 4m)
6	Veryrough	(4.0-6.0m)
7	High	(6.0-9.0m)
8	Veryhigh	(9.0-14.0m)
9	Phenomenal	(+14m)
Unknown		

Very poor	Vis<0.5nm
Poor	0.5<=Vis<=2.0nm
Moderate	2.0<=Vis<=5.0nm
Good	5.0<=Vis<=25.0nm
Very good	Vis>=25.0nm
Unknown	

**Visibility ►**

Daylight
Twilight
Night
Unknown

**Light ►**

**Schedule-XII**

**INVESTIGATION AND ENQUIRIES (74 and 75 of IV Act 2021)**

**Wreck, abandonment, damage, casualty, accident, explosion or loss**

- 
1. The owner, operator or master of a mechanically propelled inland vessel, to give information of any Wreck, abandonment, damage, casualty, accident, explosion, or loss to or on board such a vessel while in the inland waters as per this Schedule, to:
    - a) The officer in-charge of the nearest police station and
    - b) The designated authority appointed
  2. On receiving the information, the designated authority shall at once report the contents of the information to the District Magistrate.
  3. The officer-in-charge of the police station shall investigate the matter and submit a report to the jurisdictional Judicial Magistrate in accordance with the provisions of Chapter XII of the Code of Criminal Procedure, 1973.
  4. The Judicial Magistrate, on receiving the report referred to in paragraph 2 above, may act as they deem fit in accordance with the provisions of Chapter XVI.
  5. The designated authority shall conduct a preliminary inquiry as per the procedure placed at Annex-1 and submit a report thereof to the District Magistrate, who shall transmit the same to the State Government.
  6. On receipt of the report, if the State Government deems it necessary, they may direct the District Magistrate to carry out a formal investigation and submit an additional report to them and send a copy thereof to the Judicial Magistrate of the first class referred to in paragraph 2 through the jurisdictional police. The process of the formal investigation is given in Annex-2 appended to this schedule.

**Schedule-XIII**

**PREVENTION AND CONTAINMENT OF POLLUTION**

1. All existing vessels and new vessels shall comply with the requirements of the Inland Vessels (Prevention and Control of Pollution and Protection of Inland Water) Rules, 2016, chapter IX of the Inland Vessel Act 2021 and Inland Vessels (Prevention and Containment of Pollution) rules, 2022 as amended and Standard Procedures thereunder.
2. Waste generated on board vessels must be disposed ashore as required by chapter IX of the Act and Inland Vessels (Prevention and Containment of Pollution) rules, 2022 as amended and Standard Procedures thereunder.
3. The master of vessels shall comply with pre-discharge notification and post-landing requirements, as follows:

- a. Pre-discharge notification – inform the service provider 24hrs before discharge or landing of waste along with the category wise quantity to be discharged to the waste reception facility.
- b. Post discharge or landing –
  - a. Obtain the waste landing receipt from the service provider (Form: TRMNL03) and attach with the garbage record book
  - b. Report inadequacies – if the Master of the vessel has encountered difficulties in discharging waste to reception facilities, he shall report the same to the designated officer or the port officer in Form (Trmnl 04).
4. It is the responsibility of the Master of the Vessel to ensure that all the waste is discharged to the reception facility designated by Karnataka Maritime Board or private vendors approved by Karnataka Maritime Board or by Karnataka State Pollution Control Board or by Mahanagar Palika (Municipal Corporation) or similar other waste reception arrangements.

In case of accidental spill, owner/operator or master to notify the designated authority and who if deemed necessary in turn notify the nearest regional office Karnataka State Pollution Control Board. The contact details of regional and zonal office of the Karnataka Pollution Control Board may be obtained from their website:

<https://kspcb.karnataka.gov.in/contact-us-0>

5. Inland vessel with 50 PAX and more shall maintain Garbage Record Book & Garbage Management Plan as per Rule 8 (4) of the Central Pollution Rules.
6. The garbage retention facility on board shall be sufficient to segregate and store the Garbage estimated to be generated during the voyage.
7. The Designated Authority may develop procedures aligning the prevention and containment of pollution of inland waterways by Inland vessels with the Karnataka Pollution Control Board and Municipality Corporation.

#### **Schedule-XIV: Waste Reception Facility**

**Form: TRMNL01**

**Service provider and reception facility details**

Name	:
	:
Address	:
Phone	:
Fax	:
Mobile	:
e-mail id	:
Webpage	:



**2 PORT/ TERMINAL PARTICULARS**

- 2.1 State: \_\_\_\_\_
- 2.2 Name of port or area: \_\_\_\_\_
- 2.3 Location/terminal name: \_\_\_\_\_(e.g. berth/terminal/jetty)
- 2.4 Name of company operating the reception facility (if applicable): \_
- 2.5 Type of port operation:
  - ◆ Unloading port      ◆ Loading port      ◆ Shipyard
  - ◆ Other (specify) \_\_\_\_\_
- 2.6 Date of arrival: /\_\_\_\_/\_\_\_\_(dd/mm/yyyy)
- 2.7 Date of occurrence: /\_\_\_\_/\_\_\_\_(dd/mm/yyyy)
- 2.8 Date of departure: /\_\_\_\_/\_\_\_\_(dd/mm/yyyy)

**3 INADEQUACY OF FACILITIES**

- 3.1 Type and amount of wastes/residues for which the port reception facility was inadequate and nature of problems encountered

Type of wastes/residues	Amount for discharge (m <sup>3</sup> )	Amount not accepted (m <sup>3</sup> )	<b>Problems encountered</b> Indicate the problems encountered by using one or more of the following code letters, as appropriate. <ul style="list-style-type: none"> <li>3. No facility available</li> <li>4. Undue delay</li> <li>5. Use of facility technically not possible</li> <li>6. Inconvenient location</li> <li>7. Ships had to shift berth involving delay/cost</li> <li>8. Unreasonable charges for use of facilities</li> <li>9. Other (please specify in paragraph 3.2)</li> </ul>
<b>MARPOL Annex I - related</b>			
Oily bilge water			
Oily residues (sludge)			
Oily tank washings (slops)			
Dirty ballast water			

Scale and sludge from tank cleaning			
Other (please specify )			
<b>MARPOL Annex II - related</b> Category of NLS4 residue/water mixture for discharge to facility from tank washings:			
Category X substance			
Category Y substance			
Category Z substance			
<b>MARPOL Annex IV - related</b> Sewage			
<b>MARPOL Annex V - related</b>			
A. Plastics			
B. Food wastes			
C. Domestic wastes			
D. Cooking oil			
E. Incinerator ashes			
F. Operational wastes			
G. Animal carcasses			
H. Fishing gear			
I. E-waste			
J. Cargo residues (non-HME) 5			
K. Cargo residues (HME)5			
<b>MARPOL Annex VI - related</b>			
Ozone-depleting substances and equipment containing such substances			
Exhaust gas-cleaning residues			

- 4 Indicate, in paragraph 3.2, the proper shipping name of the NLS involved and whether the substance is designated as "solidifying" or "high viscosity" as per MARPOL Annex II, regulation 1, paragraphs 15.1 and 17.1 respectively.
- 5 Indicate the proper shipping name of the dry cargo.

3.2 Additional information with regard to the problems identified in the above table.

-----  
 -----  
 -----

3.3 Did you discuss these problems or report them to the port reception facility?

◆ Yes ◆ No

If Yes, with whom (please specify)

If Yes, what was the response of the port reception facility to your concerns?

3.4 Did you give prior notification (in accordance with relevant port requirements) about the ship's requirements for reception facilities?

◆ Yes ◆ No ◆ Not applicable

If Yes, did you receive confirmation on the availability of reception facilities on arrival?

◆ Yes ◆ No

**4. ADDITIONAL REMARKS/COMMENTS**

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-

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Master's signature                      Date: \_\_\_/\_\_\_/\_\_\_(dd/mm/yyyy)

**Schedule-XV  
(Notification)**

**Certificate and Training Requirements for Existing Crew**

1. This schedule is applicable to all existing crew of mechanically propelled inland vessels.
2. The existing crew have to complete the training requirements specified in this schedule by 6<sup>th</sup> June 2027 or as specified by the Central Government (Competent Authority).
3. To remove difficulties or for clarifications of the provisions of the Inland Vessel Act 2021 or rules notified therein or these rules for effective compliance by existing vessels the designated authority may issue circulars or standard procedures under this schedule or modify this schedule to the extent without amending any of the rules.
4. In addition to paragraph (3) above, this schedule may be modified by the Designated Authority whenever the amendments to the Central Government Rules under the Act are notified.

A. Inland Vessels (Manning) Rules, 2022 as amended

(1) Existing crew means who started their service or training on inland vessels before enactment of the Inland Vessel (Manning) Rules, 2022.

(2) All existing crew, masters, drivers and inland engineers shall complete the following 5 Basic Safety courses (Inland Vessels) approved by the competent authority or 5 Basic Safety courses approved by DG Shipping (STCW).

- a. Elementary First Aid (EFA);
  - b. Proficiency in survival techniques (PST);
  - c. Personal safety and social responsibility (PSSR);
  - d. Fire Prevention and Fire Fighting (FPFF); and
  - e. Security Training for Seafarers with Designated Security Duties (STSDSD)
- B. As per rule 10 (3) existing Serang, (holding Certificate of Competency as Serang), and as per rule 17(e) the engine Driver Class 2 (holding Certificate of Competency as Engine Driver Class 2), shall successfully complete the new training program i.e. the 5 Basic Safety Courses approved by the Competent Authority in paragraph (2) above.
- C. As per Rule (19) (f) the existing Deck or Engine Hand who have completed minimum 2 years as assistant Deck or Engine Hand on an Inland Vessel and have obtained a Certificate of Proficiency from a Master Class 1 or Class 2 or Class 3 for Deck Hand or from Engineer or Engine Driver Class 1 or Class 2 for Engine Hand under whom he has completed last six months of training as assistant deck or engine hand shall complete the following courses to be able to be qualified as GP Rating as per central Government Inland Vessel Manning Rules, 2022:
- a. Approved conversion course to General Purpose Rating
  - b. Basic Safety courses in paragraph (2) above
  - c. Candidates not having passed 8<sup>th</sup> class shall also undergo literacy and numeracy test
- D. Existing crew other than in paragraph (1) above shall as per provision of Rule 19 of the Inland Vessels (Manning) Rules, 2022 as amended and who are 8th Pass shall complete the GP rating course (Including Basic Safety Courses in Paragraph (2) above).
- E. As per Rule 6(5) of Inland Vessels (Manning) Rules, 2022 as amended all existing holders of masters', serangs', engineers' and engine-drivers certificate shall be required to successfully complete relevant revalidation course, thereafter the certificate shall be replaced with respective Certificate of Competency as follows:
- a. Serang Certificate of Competency to be replaced with Master Class 3 Certificate of Competency
  - b. Second Class Master Certificate of Competency to be replaced with Master Class 2 Certificate of Competency
  - c. First Class Master Certificate of Competency to be replaced with Master Class 1 Certificate of Competency
  - d. Second Class Engine Driver Certificate of Competency to be replaced with Engine Driver Class 2
  - e. First Class Engine Driver Certificate of Competency to be replaced with Engine Driver Class 1 Certificate of Competency
  - f. Engineer Certificate of Competency to be replaced with Inland Vessel Engineer Certificate of Competency
- F. The Certificate of Competency shall be revalidated after five years from the date of issuance of certificate of competency and thereafter at interval of every five years, on successful completing the approved revalidation course at any approved Inland Vessel Navigation Training Institute.

- G. All existing crew shall hold a Certificate of Competency or GP rating Course certificate as per the Inland Vessel (Manning) Rules, 2022 and amendments there in by 6<sup>th</sup> June 2027 or a date as specified by the Central Government (Competent Authority).
- H. Existing crew working on Special category inland vessels such as Battery Powered Electric Vessels, Hydrogen Fuelled Vessels, CNG Fueled Vessels, and Adventure Water Sports Inland Vessels shall comply with the requirements specified herein and in addition shall complete the relevant courses with National Inland Navigation Institute, National Institute of Water Sports or an approved Inland Vessel Training Institute specified by the Competent Authority (IWAI) for that category.

## **Schedule-XVI**

### **Grievance Redressal Procedures**

(Sections 105(1&2) of the Act)

To meet the provisions of sub-section 1 and subsection section 2 of section 105 of the Act, this schedule establishes the procedures for addressing the grievances of an aggrieved person.

1. Any person aggrieved by an order made by the officers or authorities under the Act, Central Government and State rules notified thereunder may appeal to the State Government against refusal, suspension, cancellation, detention, removal or such other order, issued under the Act, or rules notified thereunder or these rules within thirty days from the date of receipt of such order in Form of Grievance attached at Annex-1.
2. The Appellant authority for the purpose of paragraph (1) above shall be the **Secretary, Infrastructure Development, Ports & Inland Water Transport Department, Government of Karnataka.**
3. A notice to address the grievance appeal filed by each person shall be send to the concerned officer or authority by the Appellant authority.
4. The aggrieved person shall be given an opportunity to present his case by the Appellant Authority.
5. The grievance shall be addressed within two months of receiving the grievance.
6. The Public Services Grievances shall be dealt as per the State and Central Government redressal mechanism.
7. All the grievances after acknowledgment are forwarded to the concerned officer who are dealing with the substantive function linked with the grievance for redressal under intimation to the complainant. Depending upon the seriousness of the grievance the appellant authority follows them up regularly till their final disposal.
8. In order to ensure that grievances are handled in a fair, objective and just manner, particularly those grievances where the complainant had failed to get redressal at the hands of internal machinery and the sub-ordinate authorities shall be addressed directly by the Appellant Authority.
9. No grievance petition received shall be closed without having been addressed and responded.

10. Regular review meetings are to be held to monitor and follow up on grievance so that the disposal of these are expedited.
11. The Appellant Authority shall form a committee to address the difficulties due to enactment of the Karnataka Inland Vessel Rules, 2025. The committee shall also include domain experts and stakeholder representatives.
12. To address any grievance with regards to cancellation, suspension of certificate of registration, certificate of competency and similar matters specified in the Act, Central Government Rules thereunder or these rules, the appellant authority may use the assistance of domain experts and advisers.
13. The Appellant Authority may develop Standard Procedure for grievance Redressal under this schedule including levels of grievance, officer for that level of grievance and form for submitting grievance and its Redressal.

**Annex-1 to Schedule-XVI**  
**Form of Grievance**

1)	Complainant Name	:	
2)	Address	:	
3)	Mobile Number	:	
4)	Email Id	:	
5)	Aadhar No	:	
6)	Complaint Department	:	
7)	Complaint Subject & reference Act or rule	:	
8)	Complaint Description:		
9)	Attachments:		
	a)		
	b)		
	c)		
	d)		

**Signature Complainant**

10) Complaint Redressal	
a) Notice of hearing	
b) Hearing	
11) Decision:	

**Signature Appellant Authority**