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GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

MINISTRY OF PORTS, SHIPPING AND IWT

NOTIFICATION

Dhaka, the 29th September, 1986

No. S.R.O. 377-L/86.—The following draft of the Inland Shipping Rules, 1986, which it is proposed to make in exercise of the powers conferred by section 82 of the Inland Shipping Ordinance, 1976 (LXXII of 1976), is hereby published as required by sub-section (1) of the said section for the information of all persons likely to be affected thereby and notice is hereby given that the draft will be taken into consideration on or after a period of one month of its publication in the official Gazette.

Any objection or suggestion which may be received with respect to the said draft within the said period will be considered by the Government.

CHAPTER I

Preliminary

1. **Short title.**—These rules may be called the Inland Shipping Rules, 1986.
2. **Definitions.**—In these rules, unless there is anything repugnant in the subject or context,—
 - (a) "Form" means a Form annexed to these rules;
 - (b) "Ordinance" means the Inland Shipping Ordinance, 1976 (LXXII of 1976).

CHAPTER II

Survey and registration

3. **Application for approval of design and plan.**—(1) The owner of an inland ship shall make an application under section 5A of the Ordinance in Form I to the authority for approval of design and plan of the inland ship.

(2) The authority shall approve the design and plan of an inland ship in accordance with the provisions of the Inland Shipping (Construction) Rules, 1986.

4. **Survey.**—(1) An owner of an inland ship shall make an application under section 6 of the Ordinance for survey of his inland ship to the nearest surveyor in Form II.

(2) The applicant shall pay to the Government a survey fee at the rate specified in part I of Form III.

5. **Freeboard marking.**—The freeboard marking for inland ships shall be determined in accordance with the provisions of the Inland Shipping (Construction) Rules, 1986.

6. **Deadweight tonnage.**—Deadweight is a measure of the actual weight of the ship designed to carry in terms of a ton. Deadweight includes not only cargo, which should be specifically referred to as cargo deadweight, but also all consumables on board, such as, stores, provisions, fuel, fresh water and feed water for boilers and crew and their personal effects.

Cargo deadweight or pay load + consumables = total deadweight.

DWT = Displacement — light weight.

7. **Gross tonnage.**—Gross tonnage consists of all enclosed spaces in the inland ship with certain exemptions expressed in terms of 1 ton per 100 cubic feet of space and also the sum of the following things :—

- (a) the whole volume of the inland ship below the tonnage deck, measured inside the frames and above the top of the floors or inner bottom. This is some times called "Under Deck Tonnage";
- (b) the cubic capacity of all spaces in the tween decks, between the tonnage deck and the upper deck;
- (c) the cubic capacity of all permanently closed-in spaces on or above the upper deck, except—
 - (i) tonnage of hatchways,
 - (ii) frame-in spaces for propelling machinery, or for lighting and ventilation of such spaces, unless the owner elects to have these included in the gross tonnage;
 - (iii) exempted spaces;

- (d) tonnage of hatchways or "access of hatchways" which consists of any space within the hatchways in excess of one-half per cent of the sum of clause (a), (b) and (c) above;
- (e) the machinery spaces referred to in clause (c) (ii), may be included in the gross tonnage, subject to certain conditions, if the owner so wishes.

Explanation.—In this rule,—

- (a) "tonnage deck" means the upper deck in single decked inland ships and the second deck from below in all other inland ships and it is closed arbitrarily for convenience in measuring the inland ship for tonnage;
- (b) "exempted spaces" means some permanently enclosed spaces on the upper deck which are exempted from gross tonnage, subject to certain conditions as specified below :—
 - (i) dry cargo spaces, tanks used solely for water ballast and spaces used solely for machinery or condensers;
 - (ii) spaces used for navigation, radio and radio aids, storage of safety equipment or batteries, chain lockers, capstan and anchor gear;
 - (iii) skylights, domes or trunks for light or ventilation, companionways and access hatches to stairs or ladderways, spaces used solely for the shelter of deck passengers during voyages of not more than 10 hours;
 - (iv) washing and sanitary accommodation for master and crew, galley and bakery.

8. **Nett registered tonnage.**—An "allowance for propelling power" and the full volume of certain spaces in the inland ship are deducted from the gross tonnage to give nett tonnage.

Explanations.—

- (a) *Allowance for propelling power.*—The propelling power spaces consists of the engine and boiler rooms, light, air and machinery spaces above them, shaft tunnels and trunked escape ladderways. If the volume of these is between 13 per cent and 20 per cent of the gross tonnage, 32 per cent of the gross tonnage is deducted as allowance for propelling power. If the volume exceeds 20 per cent of gross tonnage, the deduction is $1\frac{1}{2}$ of the actual volume. If the volume is less than 13 per cent of gross tonnage, the deduction is 32 per cent of gross tonnage proportionately reduced, for example, for a volume of 11 per cent of gross tonnage, the ~~deduction~~ become $11/13$ of 32 per cent or 27 per cent of gross tonnage. ~~deductive~~ allowance may not, except in the case of tugs, exceed 55 per cent of the tonnage which remains after all other deductions have been made.
- (b) *Deductions.*—The following spaces are deducted in full subject to certain requirements and provided that they have previously been

included in the gross tonnage. A notice must be placed above them to indicate their purpose and goods or stores, other than those for which they are intended, must not be carried in them.

Master's and crew's accommodation, including washrooms, storerooms and spaces solely for water ballast.

Spaces for donkey engine, boiler and ship's main pumps, if these are outside the engine room.

Spaces used for navigation, radio, radio aids and for storage of safety equipment and batteries.

Chain lockers and spaces for capstan and anchor gear.

9. **Displacement.**—An inland ship, when fully afloat, displaces a weight of water equal to its own weight, and this weight is known as the ship's displacement.

Displacement = $L \times B \times d \times cb$ Units in meters.

10. **Light weight.**—When the inland ship has no cargo or consumables aboard, the weight of the inland ship at that time is the light weight of the inland ship.

Light weight = load displacement - deadweight

OR

Light weight = weight of the steel hull + weight of the machineries + outfitings + miscellaneous items.

11. **Determination of passenger capacity of an inland ship.**—(1) (a) Where there are no fixed seating arrangements, the passenger carrying capacity in smooth waters during daytime plying shall be calculated from the surface area available to passengers as below:—

- | | | |
|--------------------------------|---|-------------------------------------|
| (i) Third Class or Inter Class | = | 1.25 square metre for one passenger |
| (ii) Second Class | = | 1.75 square metre for one passenger |
| (iii) First Class | = | 2.75 square metre for one passenger |

(b) for night plying in smooth waters, the number of Third Class or Inter class passengers shall be reduced to two-thirds of the number of passengers specified in clause (a);

(c) for plying in rough waters during daytime, the number of Third class or Inter class passengers shall be reduced to two-third of the number of passengers specified in clause (a);

(d) for plying in rough waters during night, the number of Third Class or Inter class passengers shall be reduced to one-half of the number of passengers specified in clause (a).

(2) Where there are fixed seating arrangements, the passenger carrying capacity shall be as below:—

- (a) for each chair or bunk = one passenger (any class),

(b) for benches—

- (i) 0.5 metre length of seat for each Third Class or Inter class passenger.
- (ii) 0.6 metre length of seat for each Second class passenger.
- (iii) 0.7 metre length of seat for each First class passenger.

(3) No calculation shall be required to be made for passenger capacity in any accommodation needed solely for the use of the crew members.

Explanation.—Two children below the age of 12 years shall be counted as one person and every 80 kg of luggage or any luggage occupying 1.2 square metre of deck area in any class, shall be counted as equivalent to one person; and infants below the age of 1 year shall not be counted.

12. Declaration of surveyor, etc.—(1) The surveyor shall carry out the survey of an inland ship including an inclining experiment for ascertaining the position of centre of gravity and maintain the record as follows:—

1. Place of test :
2. Date and time :
3. Name and designation of officer carrying out the experiment :
4. Name of the inland ship :
5. Principal dimensions :
6. Situation of mooring lines :
7. Heading of inland ship :
8. Direction of current :
9. Water depth :
10. Water surface condition :
11. Inclining test weights
 - (a) Weight :
 - (b) Location of weight :
 - (c) Centre of gravity :
 - (d) Centre of gravity in height :
12. Location and length of pendulum and length :

13. Design data :
- (a) Freeboard :
- (b) Draft (mean) :
- (c) Calculation of stability :
- (d) KB =
- BM =
- KM =
- GM =
- KC =

(2) The surveyor shall, after carrying out the survey of an inland ship under sub-rule (1) and if satisfied about the fitness of the inland ship, issue a temporary plying permit in Form IV to the owner and also make a declaration under section 7 of the Ordinance in Form V and submit such declaration to the Director-General.

13. **Certification of survey.**—The certificate of survey of inland ships shall be prepared in duplicate under section 9 of the Ordinance in such part of Form VI as is applicable to that ship.

14. **Allocation of work when more than one surveyor is involved in surveying the same ship.**—One surveyor shall normally be employed to complete a declaration of survey in Form V and, if more than one surveyor is employed, each surveyor shall cover the work most closely associated with his discipline and make a partial declaration of survey, namely:—

- (a) Engineer and Ship Surveyors shall inspect machinery, hull repairs, structural work and driver's certificates;
- (b) Nautical Surveyors shall ascertain the adequacy of the inland ship for avoiding collision, the adequacy of lights and sound signals and other navigational equipment, adequacy of life saving and fire fighting appliances, hull construction, stability, tonnage and inspect master's certificates.

15. **Application for registration, etc.**—(1) An application under section 17 of the Ordinance for registration of an inland ship shall be made in Form VII.

(2) The fees for registration shall be paid at the rate specified in part II of Form III.

16. **Grant of certificate of registration.**—The registrar shall, after registration of an inland ship, grant a certificate of registration under section 18 of the Ordinance in Form VIII.

17. **Display of registration number.**—The registration number of the inland ship shall under section 19 of the Ordinance be displayed inside inside the wheel house and the letters shall be of 1 cm thick, 5 cm width (except the figure 1) and 7 cm height and shall be out and painted.

18. **Book of registry.**—The registrar shall under section 20 of the Ordinance keep and maintain a register book in Form IX in which shall be entered the particulars contained in the certificate of registry of the inland ship.

19. **Issue of a new certificate of registry in case of loss, etc.**—Where a certificate of registry of an inland ship is mislaid, lost, destroyed or mutilated, the registrar shall grant a duplicate certificate in lieu of her original certificate under section 22 of the Ordinance on payment of a fee of Taka two hundred and fifty.

20. **Fee for transfer of registered inland ship.**—Where a registered inland ship is transferred, a transfer fee of taka one thousand shall accompany the bill of sale.

CHAPTER III

CERTIFICATE OF COMPETENCY FOR MASTERS, INLAND ENGINEERS AND ENGINE-DRIVERS

21. **Submission of application form for masters, etc.**—(a) A candidate for examination for a certificate of competency for master shall make an application in Form X together with the candidate's testimonial in Form XI, service book in Form XII, and three copies of attested photographs to the Chairman of the Board of Examiners not later than seven days before the date of examination.

(2) A candidate for examination for a certificate of competency for inland engineer or engine-driver shall make an application in Form X together with the candidate's testimonial in Form XIII, service book in Form XII and three copies of attested photographs to the Chairman of the Board of Examiners not later than seven days before the date of examination.

(3) A candidate for examination for a certificate of competency for master, inland engineer or engine-driver shall be free from physical incapacitation and impediment of speech.

22. **Verification of service before examination.**—(1) The testimonials referred to in rule 21 shall be issued by the owner which shall certify about the applicants service on board an inland ship for at least twelve months preceding the date of application for examination.

(2) An applicant who has not served on board an inland ship within the last twelve months preceding the date of application for examination shall be required to produce satisfactory evidence of his conduct and activities for that period.

23. **Eligibility of a candidate for appearing at an examination for certificate of competency for third class master.**—(1) A candidate appearing at an examination for certificate of competency for third class master shall not be less than twenty-one years of age and, if the Chairman of the Board of Examiners doubts

the age of any candidate, the candidate shall be required to produce his birth certificate or a certificate from a Civil Surgeon.

(2) A candidate shall, before the examination, pass the vision test (without glasses) and lantern tests to be conducted by the Chairman of the Board of Examiners or by an examiner nominated by the Chairman.

(3) A candidate who fails to pass the vision test may appear again for such test at an interval of three months and a candidate who fails to pass in lantern test may appear again for such test three times only at intervals of three months.

(4) A candidate shall have served for at least three and a half years on board a power-driven inland ship of over 50 brake horse-power in the Seamen branch, the last twelve months of which shall have been served as Helmsman:

Provided that a candidate who has successfully completed Marine Apprenticeship Course at the Deck Personnel Training Centre shall not be required to put in service as Helmsman.

(5) If a candidate fails to pass the written or viva voce tests, he shall not be eligible to appear at the examination unless he has rendered additional service for at least three months as Helmsman on an inland ship.

24. **Tests for third class master's certificate.**—A candidate for certificate of competency for third class master shall appear at an examination in written test in simple arithmetic and essay in Bengali and only if he passes in the written tests, he shall appear in the viva voce tests on the following subjects, namely:—

- (a) the General Principles of River Navigation including Rules of the Road;
- (b) the Storm Signals;
- (c) the General Port Rules of Bangladesh;
- (d) the River Knowledge and Pilotage;
- (e) the use of Fire Fighting and Life Saving Appliances;
- (f) the Management of Inland Ships;
- (g) the Basic Knowledge of the provisions of the Inland Shipping Ordinance, 1976 (LXXII of 1976).

25. **Eligibility of a candidate for appearing at an examination for certificate of competency for second class master.**—(1) A candidate appearing at an examination for certificate of competency for second class master must have passed the examination for certificate of competency for third class master.

(2) Notwithstanding anything contained in sub-rule (1),—

- (a) Leading seaman, petty officer, chief petty officer and master chief petty officer from the Executive branch of the Bangladesh Navy having at least ten years' active service may appear at the examinations for the certificate of competency for second class master, provided he has put in twelve months' service in inland waters of Bangladesh;
- (b) Deck Hands of foreign going vessels having at least three years' service as Helmsman may appear at the examinations for the certificate of competency for second class master, provided he has put in twelve months' service in inland waters of Bangladesh.

(3) A candidate shall, before the examination, pass the vision test (without glasses) to be conducted by the Chairman of the Board of Examiners or by an examiner nominated by the Chairman.

(4) A candidate who fails to pass the vision test may appear again for such test at an interval of three months.

(5) A candidate shall have served for at least two years as in-charge on board an inland ship of not less than 100 brake horse-power or three years as Helmsman on board an inland ship of more than 250 brake horse-power.

(6) If a candidate fails to pass the written or viva voce tests, he shall not be eligible to appear at the examination unless he has rendered additional service for at least three months as in-charge or Helmsman of an inland ship of not less than 100 brake horse-power.

26. **Tests for second class master's certificate.**—A candidate for certificate of competency for second class master shall appear at an examination in written tests in—

(a) Elementary knowledge of cargo work;

(b) Tide; and

(c) Elementary knowledge in compass;

and only if he passes in the written tests, he shall appear in the viva voce tests on the following subjects, namely :—

(i) the General Principles of River Navigation including Rules of the Road;

(ii) the Storm Signals;

(iii) the General Port Rules of Bangladesh;

(iv) the River Knowledge and Pilotage;

(v) the use of Fire Fighting and Life Saving Appliances;

(vi) the Management of Inland Ships;

(vii) the Inland Shipping Ordinance, 1976 (LXXII of 1976), and the rules made thereunder.

27. **Eligibility of a candidate for appearing at an examination for certificate of competency for first class master.**—(1) A candidate appearing at an examination for certificate of competency for first class master must have passed the examination for certificate of competency for second class master and have also undergone three months, Refreshers or Certification Course at the Deck Personnel Training Centre.

(2) Notwithstanding anything contained in sub-rule (1),—

(a) Officers in Executive branch of the Bangladesh Navy having watch-keeping experience of at least three years may appear at the examination for the certificate of competency for first class master, provided he has put in at least six months' service in inland waters of Bangladesh;

(b) persons holding certificate of competency of at least Second Mate (Foreign Going) and First Mate (Home Trade) may appear at the examinations for the certificate of competency for first class master, provided he has put in at least six months' service in inland waters of Bangladesh.

(3) A candidate shall, before the examinations, pass the vision test (without glasses) to be conducted by the Chairman of the Board of Examiners or by an examiner nominated by the Chairman.

(4) A candidate who fails to pass the vision test may appear again for such test at an interval of three months.

(5) A candidate shall have served for at least two years as in-charge on board an inland ship of not less than 250 brake horse-power or three years as Second-in-charge on board an inland ship of not less than 250 brake horse-power.

(6) If a candidate fails to pass the written or viva voce tests, he shall not be eligible to appear at the examination unless he has rendered additional service for at least three months as in-charge or Second-in-charge on board an inland ship of not less than 250 brake horse-power.

28. **Tests for first class master's certificate.**—A candidate for certificate of competency for first class master shall appear at an examination in written tests in—

(a) Elementary Knowledge of Stability and Ship Construction;
and

(b) Elementary Knowledge of Chartwork;

and only if he passes in the written tests, he shall appear in the viva voce tests on the following subjects, namely:—

- (i) the General Principles of River Navigation including the Rules of the Road;
- (ii) the Storm Signals;
- (iii) the General Port Rules of Bangladesh;
- (iv) the River Knowledge and Pilotage;
- (v) the use of Fire Fighting and Life Saving Appliances;
- (vi) the Management of Inland Ships;
- (vii) the Compass;
- (viii) the Tide;
- (ix) the Signals and Communications;
- (x) the Inland Shipping Ordinance, 1976 (LXXII of 1976), the rules made and notifications issued thereunder.

29. **Remission of service on board an inland ship.**—Notwithstanding anything contained in rules 23(4), 25 (5) and 27 (5), for the purposes of appearing at a certificate of competency examination,—

(a) three months' Refreshers or Certification Course successfully completed by a candidate shall be counted towards qualifying service on board an inland ship;

(b) Marine Apprenticeship Course at the Deck Personnel Training Centre having been successfully completed by a candidate and appearing at an examination for third class master shall be allowed remission of half the training period but not exceeding twelve months towards qualifying service on board an inland ship.

30. Eligibility of a candidate for appearing at an examination for certificate of competency for third class engine-driver (motor).—(1) A candidate appearing at an examination for certificate of competency for third class driver shall not be less than twenty-one years of age and, if the Chairman of the Board of Examiners doubts the age of any candidate, the candidate shall be required to produce his birth certificate or a certificate from a Civil Surgeon.

(2) A candidate shall have served for at least three and a half years in the engine room of a power-driven inland ship (motor) of over 50 brake horse-power as fireman, greaser or oilman or fireman, greaser and oilman of which at least two years must have been served within three years before the examination and a testimonial to that effect in Form XIII shall be submitted along with the application made under rule 21 (2):

Provided that no service of a candidate served before attaining the age of 16 years shall be counted.

(3) A candidate must have read up to class VIII.

(4) If a candidate fails to pass the *viva voce* tests, he shall not be eligible to appear at the examination unless he has rendered additional service for at least three months on an inland ship (motor).

31. Tests for third class engine-driver's certificate (motor).—A candidate for certificate of competency for third class engine driver (motor) shall appear in the *viva voce* tests on the following subjects, namely:—

- (a) Working knowledge of different types of internal combustion engines;
- (b) Names of the principal parts of internal combustion engine;
- (c) Use and maintenance of different types of valves, cocks and pipes;
- (d) Use of different methods of supplying air and fuel to internal combustion engines;
- (e) Elementary knowledge of main-courses for non-starting of engines and remedial measures therefor;
- (f) Knowledge of over-hauling of engines, wear and tear of different parts, replacement of different parts and assembly of the engine to working condition;
- (g) Precautionary measures to be taken in case of leakage of fuel oil and escape of inflammable vapour;
- (h) Use of fire fighting and life saving appliances.

32. Eligibility of a candidate for appearing at an examination for certificate of competency for second class engine-driver (motor).—(1) A candidate appearing at an examination for certificate of competency for second class engine-driver (motor) must have passed the examination for certificate of competency for third class engine driver (motor).

(2) Notwithstanding anything contained in sub-rule (1),—

- (a) engine mechanic and leading engine mechanic from the Engineering branch of the Bangladesh Navy having at least ten years' active service out of which at least five years on board a naval motor ship may appear at the examinations for the certificate of competency for second class engine-driver (motor);

- (b) engine room crew of foreign going vessels having at least three years watch keeping service may appear at the examinations for the certificate of competency for second class engine-driver (motor);
- (c) persons holding diploma in Marine Engineering (Technology) or certificate in Marine Engineering from an Institute approved by the Director-General.

(3) A candidate shall have served for at least two years as in-charge of engine room of an inland ship (motor) of not less than 100 brake horse-power or three years as driver on board an inland ship (motor) of more than 250 brake horse-power and a testimonial to that effect in Form XIII shall be submitted along with the application made under rule 21 (2).

(4) If a candidate fails to pass the written or *viva voce* tests, he shall not be eligible to appear at the examinations unless he has rendered additional service for at least three months as in-charge or driver on board an inland ship (motor) of not less than 100 brake horse-power.

33. **Tests for second class engine-driver's certificate (motor).**—A candidate for certificate of competency for second class engine-driver (motor) shall appear at an examination in written tests in—

- (a) Simple arithmetic;
- (b) Elementary engineering knowledge;
- (c) Elementary knowledge in magnetism and electricity including battery; and only if he passes in the written tests, he shall appear in the *viva voce* tests in the following subjects, namely:—
 - (i) Working knowledge of different types of internal combustion engines;
 - (ii) Names of the principal parts of internal combustion engines;
 - (iii) Use and maintenance of different types of valves, cocks and pipes;
 - (iv) Use of different methods of supplying air and fuel to internal combustion engines;
 - (v) Knowledge of main causes for non-starting of engines and remedial measures therefor;
 - (vi) Knowledge of starting and reversing mechanism of engines and rectification of defects therein;
 - (vii) Knowledge of overhauling of engines, wear and tear of different parts, replacement of different parts and assembly of the engine to working condition;
 - (viii) Knowledge of the properties of different types of fuel oils and lubricating oils in internal combustion engine;
 - (ix) Precautionary measures to be taken in case of leakage of fuel oil and escape of inflammable vapour;
 - (x) Knowledge of use and maintenance of fire fighting and life saving appliances;
 - (xi) Procedure in dry docking.

34. **Eligibility of a candidate for appearing at an examination for certificate of competency for first class engine-driver (motor).**—(1) A candidate appearing at an examination for certificate of competency for first class engine driver (motor) must have passed the examination for certificate of competency for second class engine-driver (motor).

(2) Notwithstanding anything contained in sub-rule (1),—

(a) engine room artificer (engine mechanic), chief petty officer (engine mechanic) and petty officer (engine mechanic) from the Engineering branch of the Bangladesh Navy having at least twelve years' active service out of which at least 5 years on board a naval motor ship may appear at the examinations for the certificate of competency for first class engine-driver (motor);

(b) engine room Serang, Tindal and Donkey man of foreign going vessel having at least three years' watch keeping service may appear at the examinations for the certificate of competency for first class engine driver (motor).

(3) A candidate shall have served for at least two years as in-charge of engine room on board an inland ship (motor) of not less than 250 brake horse-power or three years as engine driver on board an inland ship (motor) of more than 250 brake horse-power and a testimonial to that effect in Form XIII shall be submitted along with the application made under rule 21 (2).

(4) If a candidate fails to pass the written or *viva voce* tests, he shall not be eligible to appear at the examinations unless he has rendered additional service for at least three months as in-charge or engine-driver on board an inland ship (motor) of not less than 250 brake horse-power.

35. **Tests for first class engine-driver's certificate (motor).**—A candidate for certificate of competency for first class engine-driver (motor) shall appear at an examination in written tests in—

(a) Arithmetic;

(b) Engineering Knowledge;

(c) Magnetism and electricity;

and only if he passed in the written tests, he shall appear in the *viva voce* tests in the following subjects, namely:—

(i) Principles of working of internal combustion engine; difference between petrol and diesel engines and between four-stroke and two-stroke cycles;

(ii) Method of supplying air and fuel to the cylinders of different types of engines;

(iii) Maintenance, overhauling, testing and adjustment of fuel injectors;

(iv) Knowledge of over-hauling of engines; wear and tear of different parts, replacement of different parts and assembly of the engine to working condition; the periodical examination of working parts;

(v) Principles of properties of different types of fuel oils and lubricating oils; definition of flash point and viscosity;

- (vi) Precautionary measures regarding bunkering and storage of fuel oil;
- (vii) Principles and operation of pressure gauge, thermometer, barometer, boiler water level indicator and other instruments in the engine room;
- (viii) Principles and operation of different types of pumps;
- (ix) Principles and operation of air compressors, steering engines, generators and motor, refrigerating units, hydraulic pumps and other auxiliary machinery;
- (x) Working knowledge on operation of auxiliary steam boilers and steam and condensate lines;
- (xi) Knowledge of prevention, detection and extinction of fire; use of wire gauze diaphragms and safety lamps; importance of ventilation; operation and maintenance of all types of fire fighting appliances and other equipment;
- (xii) Knowledge of use and maintenance of life saving appliances;
- (xiii) Knowledge regarding oil and air pollution;
- (xiv) Maintenance of all types of batteries and precautionary measures at the battery storage space;
- (xv) Preparation for docking and undocking and functions during docking.

36. **Eligibility of a candidate for appearing at an examination for certificate of competency for inland engineer (motor).**—(1) A candidate appearing at an examination for certificate of competency for inland engineer (motor) shall not be less than twenty-two years of age and shall—

- (a) have passed the Secondary School Certificate examination or equivalent, have completed four years marine apprenticeship from a workshop approved by the Director-General, have at least two years watch keeping service on board an inland ship (motor) of more than 600 brake horse-power as apprentice engineer;

Provided that no apprenticeship of a candidate before attaining the age of sixteen years shall be counted; or

- (b) have obtained the diploma in Marine Engineering (Technology) or certificate in Marine Engineering from an institute approved by the Director-General and have—

- (i) in the case of persons having diploma in Marine Engineering (Technology), not less than two and a half years watch keeping service,

- (ii) in the case of persons having certificate in Marine Engineering, not less than three years watch keeping service,

on board an inland ship (motor) of not less than 600 brake horse-power as apprentice engineer; or

- (c) passed the examination for certificate of competency for first class engine-driver and have after obtaining the certificate of competency for first class engine-driver completed at least two years of service on board an inland ship (motor) of not less than 600 brake horse power as in-charge or engine-driver; or

- (d) be of the rank of master chief engine room artificer or chief engine room artificer from the Engineering branch of the Bangladesh Navy having at least twelve years active service out of which at least five years on board a naval motor ship; or
- (e) have served as an engineer of foreign going vessels having at least two years watch keeping service.

(2) A candidate referred to in sub-rule (1) (a) who has completed marine apprenticeship from a workshop shall submit a testimonial in Form XIII along with his application made under rule 21 (2).

(3) A candidate referred to in sub-rule (1) (a), (b) or (c) who has completed the requisite service on board an inland ship (motor) shall submit a testimonial in Form XIII along with his application made under rule 21 (2).

(4) If a candidate other than a candidate mentioned in sub-rule (1) (b) or (c) fails to pass the written or *viva voce* tests, he shall not be eligible to appear at the examinations unless he has rendered additional service for at least three months on board an inland ship (motor) of not less than 600 brake horsepower.

37. Tests for inland engineer (motor).—A candidate for certificate of competency for inland engineer (motor) shall appear at an examination in written tests in—

- (a) Mathematics;
- (b) Engineering Knowledge (motor);
- (c) General engineering knowledge and general science;
- (d) Engineering drawing;

and only if he passes in the written tests, he shall appear in the *viva voce* tests in the engineering knowledge required for the use, operation and maintenance of the machinery, equipment and ship structure usually in the charge of the engineer officer including knowledge of the managerial responsibilities of a certificated engineer, management of engines and auxiliary boilers, electrical machinery, prevention of fire, methods of fighting of fires at sea, supervisory duties and work to be done in port and the periodical examination of the working parts.

38. Examinations of engine-driver (steam) and inland engineer (steam).—(1) The qualifications required to appear in the various grades of certificate of competency (steam) examination shall be similar to those required for corresponding grade of certificate of competency (motor) examinations.

(2) The service on board an inland ship required for certificate of competency (steam) shall be the same as that required for the corresponding grade of certificate of competency (motor);

Provided that out of the total service, at least two years shall have been spent on steam engine and boilers of corresponding power.

(3) For the purpose of this rule, the equivalence of brake horse-power and nominal horse-power shall be as follows:—

Brake horse-power	Nominal horse-power
50	9
250	44
600	106
1000	177

39. **Endorsement of certificates.**—(1) The Director-General shall determine the quantum of service on board an inland ship and other terms and conditions required for obtaining steam or motor endorsement by a candidate of any grade of certificate of competency.

(2) The endorsement shall be made on payment of the fees specified in part III of Form III.

40. **Examination fees for the masters, inland engineers and engine-drivers.**—The fees for examination for certificate of competency for masters, inland engineers and engine-drivers shall be paid at the rate specified in Part IV of Form III.

41. **Issue of a new certificate of competency in case of loss, etc.**—Where a certificate of competency for master, inland engineer or engine driver is mislaid, lost, destroyed or mutilated, the Director General shall, on an application made in this behalf, grant a duplicate certificate in lieu of the original certificate on payment of a fee of taka one hundred.

42. **Certificate and licence.**—(1) A candidate shall, after passing the examination, be granted a certificate of competency of the grade under section 36 of the Ordinance in the appropriate part of Form XIV as is applicable to him.

(2) A person may be granted a licence in accordance with the provision of section 38 of the Ordinance in the appropriate part of Form XIV as is applicable to him.

CHAPTER IV

PROTECTION OF VESSELS AND PASSENGERS

43. **Life saving apparatus.**—(1) Every inland ship carrying passengers shall carry—

- such number of life buoys as is equal to five per cent of the capacity of passengers including crew members;
- such number of life jackets as is equal to five per cent of the capacity of passengers including crew members *plus* such number of life jackets for children as is equal to one per cent of the capacity of passengers.

(2) Every inland ship other than a ship carrying passengers shall carry such number of life buoys as is equal to fifty per cent of the capacity of the crew members.

(3) The life buoys and life jackets shall be of the design approved by the Director-General and painted with the name of the inland ship and be kept in freely accessible places on board the inland ship for ready use.

44. **Fire-fighting equipment.**—(1) Every inland ship shall carry the following fire fighting equipment according to the scale specified below:—

- (a) for inland ships having engine up to 50 brake horse-power:—
 - (i) one foam or CO₂ type fire extinguisher of 9 litre capacity in the machinery space;
 - (ii) one foam or soda-acid type fire extinguisher of 9 litre capacity in the accommodation space; and
 - (iii) two fire buckets each of 9 litre capacity with 4 metre lanyard attached to each bucket placed at accessible places;
- (b) for inland ships having engine of over 50 brake horse-power but not exceeding 250 brake horse-power—
 - (i) one foam and one CO₂ type fire extinguisher each of 9 litre capacity in the machinery space;
 - (ii) one foam or soda-acid type fire extinguisher of 9 litre capacity in the accommodation space; and if the inland ship carries passengers, one additional foam or soda-acid type fire extinguisher;
 - (iii) six fire buckets each of 9 litre capacity with 4 meter lanyard attached to each bucket placed at accessible places; and
 - (iv) one sand box containing at least 0.5 cubic meters of sand with a scoop in the machinery space;
- (c) for inland ships having engine of over 250 brake horse-power but not exceeding 600 brake horse-power—
 - (i) one foam and one CO₂ type fire extinguisher of 9 litre capacity or one dry powder type fire extinguisher of 4.5 kg. in the machinery space;
 - (ii) two foam or soda-acid type fire extinguishers each of 9 litre capacity in the accommodation space, and if the inland ship carries passengers, two additional foam or soda-acid type fire extinguishers;
 - (iii) ten fire buckets each of 9 litre capacity with 4 meter lanyard attached to each bucket placed at accessible places;
 - (iv) one sand box containing at least 0.5 cubic meters of sand with a scoop in the machinery space;
 - (v) two fire hoses each of 10 meter length with nozzles, one on each side of the inland ship; and
 - (vi) one fire axe;

(d) for inland ships having engine over 600 brake horse-power—

- (i) two foam and CO₂ type fire extinguishers of 9 litre capacity or one dry powder type fire extinguisher each of 4.5 kg. in the machinery space ;
- (ii) three foam or soda-acid type fire extinguishers each of 9 litre capacity in the accommodation space ; and if the inland ship carries passengers, six additional foam or soda-acid type fire extinguishers ;
- (iii) twelve fire buckets each of 9 litre capacity with 4 meter lanyard attached to each bucket placed at accessible places ;
- (iv) two sand boxes each containing at least 0.5 cubic meters of sand with a scoop in the machinery space ;
- (v) four fire hoses each of 10 meter length with nozzles, two on each side of the inland ship ;
- (vi) two fire axes ; and
- (vii) one fire pump operated manually or electrically.

(2) Every dumb barge carrying cargo other than dangerous goods shall carry the following fire-fighting equipment, namely :—

- (a) four foam or soda-acid type fire extinguishers each of 9 litre capacity to be placed at accessible places ; and
- (b) six fire buckets each of 9 litre capacity with 4 meter lanyard attached to each bucket placed at accessible places.

(3) Every inland ship carrying dangerous goods shall carry the fire fighting equipment as specified in clause (d) of sub-rule (1) and, in addition, fixed CO₂ installation for cargo carrying compartments.

45. Instruments and other equipment.—Every inland ship having an engine of more than 50 brake horse-power shall be equipped with the following instruments and equipment, namely :—

- (a) means of communication between the wheel house and engine room ;
- (b) at least two anchors with adequate length of chains ;
- (c) at least one power pump for pumping out bilges ;
- (d) adequate number of mooring ropes and wires of sufficient length ;
- (e) adequate number of lights, sound signals and shapes ;
- (f) fire alarm and brass bell of at least 20 cm. diameter ; and
- (g) at least one radio set in working order at all times.

46. Measures against explosion, fire, etc.—(1) All life-saving apparatus and fire-fighting equipments shall always be kept in working order and in readiness for immediate use.

(2) No naked lights of any description shall be allowed in the hold or on the deck of an inland ship.

(3) The master shall detail all crew members of the inland ship to fire stations and, in case of fire, crew members shall man the fire stations as detailed, and for this purpose, fire drills shall be carried out at least once in a month on board the inland ship.

(4) Any combustible or inflammable material, not classified as dangerous goods, of more than 20 kg. in weight or 1 cubic meter in volume shall be stowed away from passengers and covered by tarpaulin or other suitable material.

(5) Passengers shall not have free access to engine and cargo spaces and all hazardous areas shall be kept protected; and "no smoking" areas shall be conspicuously marked.

(6) Spillage of oil on deck and accumulation of oil in bilges shall be cleaned by cotton rags.

(7) No welding or acetelyne cutting shall be carried out on any part of an inland ship where there is any inflammable or cumbustible matter.

(8) Engine, battery and cargo spaces shall adequately be kept ventilated.

(9) All electrical wirings on board an inland ship shall be insulated and conduit pipes shall be used, where necessary.

CHAPTER V

Measures for preventing collision in inland waters

47. **Application of this chapter.**—The rules contained in this chapter concerning lights shall be complied with in all weathers from sunset to sunrise and also from sunrise to sunset in restricted visibility and, when such lights are in exhibition, no other lights which may be mistaken for prescribed lights shall be exhibited, and the provisions concerning shapes shall be complied with by day.

48. **Definitions.**—In this chapter,—

- (a) "length and breadth" means length overall and widest breadth of an inland ship;
- (b) "power driven ship" means any inland ship propelled by machinery;
- (c) "prolonged blast" means a blast of 6 to 8 second duration;
- (d) "restricted visibility" means any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms or any other similar causes;
- (e) "sailing ship" means any inland ship under sail, provided that propelling machinery, if fitted, is not being used;

- (f) "ship engaged in fishing" means any ship engaged in fishing with nets, lines or other fishing apparatus which restricts manoeuvrability ;
- (g) "ship not under command" means an inland ship which is unable to manoeuvre as required by these rules ;
- (h) "ship restricted in her ability to manoeuvre" means an inland ship which, from the nature of her work, is restricted in her ability to manoeuvre as required by these rules ;

Note :—Inland ships engaged in—

- (i) laying, servicing or picking up a navigation mark, overhead or underwater cable or pipeline ;
- (ii) dredging, surveying, salvaging or underwater operation ;
- (iii) minesweeping operation ;
- (iv) shall be regarded as ships restricted in her ability to manoeuvre ;
- (i) "short blast" means a blast of about one second duration ;
- (j) "underway" means an inland ship which is not at anchor, or made fast to shore or buoys or aground ;
- (k) inland ships shall be deemed to be "in sight of one another" only when one can be observed visually from the other.

49. **Responsibility.**—(1) Nothing in these rules shall exonerate any inland ship or the owner, master or crew members thereof, from the consequences of any neglect to comply with these rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

(2) In construing and complying with these rules, due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitation of the inland ships involved, which may make a departure from these rules necessary to avoid immediate danger.

50. **Exhibition and installation of navigation lights.**—A power driven ship when underway shall carry.—

- (a) on the foremast above the hull of not less than 5 meters, and, if the ship is without a foremast, then in the forepart above the awning roof of not less than 3 meters, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass so fixed as to throw the light 10 points on each side of the ship, that is, from right ahead to 2 points abaft the beam on either side and of such a character as to be visible at a distance of at least 3 kilometers;
- (b) on the starboard side, a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass so fixed as to throw the light from right ahead to 2 points abaft the beam on the starboard side and of such a character as to be visible at a distance of at least 1.5 kilometer;

- (c) on the port side, a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side and of such a character as to be visible at a distance of at least 1.5 kilometer;
- (d) at her stern, a bright white light so constructed that it shall show an unbroken light over an arc of the horizon of 12 points of the compass so fixed as to show the light from right astern to 6 points on either side and of such a character as to be visible at a distance of at least 1.5 kilometer;
- (e) the green and red side lights mentioned in clauses (b) and (c) shall be fitted with inboard screens projecting at least 1 meter forward from the light so as to prevent these lights from being seen across the bow:

Provided that power-driven ship under 6.5 meters in length, when underway, shall not be required to carry the white light mentioned in clauses (a) and (d).

51. **Inland ship engaged in towing.**—(1) When a power driven ship is towing one or more inland ships which are lashed alongside, the whole group shall be considered as one ship for the purpose of displaying the side lights as mentioned in rule 50 (b) and (c).

(2) When a power driven ship is push-towing, the green and red side lights as mentioned in rule 50 (b) and (c) shall be shown from the respective sides of the foremast pushed inland ship or ships.

(3) A power driven ship when towing other inland ships astern shall, in addition to the lights mentioned in rule 50 (b), (c) and (d), carry two bright white lights in a vertical line one over the other not less than one meter apart in the forepart of the inland ship and each of these lights shall be of the same construction and character as the light mentioned in rule 50 (a):

Provided that inland ships towed astern shall carry one bright white light on the forepart visible all round the horizon.

52. **Inland ships under oars or sail.**—Inland ships under oars or sail shall carry one white light on the forepart visible all round the horizon.

53. **Inland ships at anchor.**—Every inland ship when at anchor or made fast to a buoy, shall show by day a black ball at least 0.5 meter in diameter from her forepart and by night a white light visible all round the horizon at a distance of at least 1.5 kilometer and both shall be displayed at a height of at least 5 meters from the hull or above the awning roof.

54. **Inland ship aground in or near a fairway.**—An inland ship aground in or near a fairway shall carry, where it can best be seen, by day, 3 black balls each of not less than 0.5 meter in diameter placed in a vertical line one over the other not less than 1 meter apart, and by night, she shall carry the white light mentioned in rule 53 and, in addition, 2 red lights visible all round the horizon at a distance of at least 1.5 kilometer vertically one over the other not less than 1 meter apart, from the position as in rule 50 (a).

55. **Inland ships regarded as restricted by the nature of her occupation.**—All inland ships restricted by the nature of their occupation as in rule 48 (h) shall, by day, carry a red square flag of at least 0.5×0.5 meter from a position where it can best be seen and, by night, a red light visible all round the horizon at a distance of at least 1.5 kilometer.

56. **Inland ships not under command.**—All power driven ships which are not under command shall carry, by day, 2 black balls each of not less than 0.5 meter in diameter vertically one over the other not less than 1 meter apart, where it can best be seen and, by night, 2 red lights visible all round the horizon at a distance of at least 1.5 kilometer; and such inland ships, when at anchor, shall carry only the light or shape as in rule 53.

57. **Search light.**—(1) All power driven ships, plying by night, shall carry search light capable of throwing a beam at a distance of at least 80 meters from the ship and such light shall have the swinging capability over an arc of the horizon from right ahead to 2 points abaft the beam on either side.

(2) A power driven ship under 6.5 meters in length may not carry the search light but shall carry a torch light and show flashes when being approached by other inland ships.

58. **Sound signals in fog, etc.**—In fog, mist, heavy rain and rain-storm, whether by day or by night, the signals shall be used in the following manner :—

- (a) a power driven ship having way upon her shall sound at intervals of not more than 1 minute a prolonged blast;
- (b) a power driven ship underway, but stopped having no way upon her, shall sound at intervals of not more than 1 minute two prolonged blasts in quick succession;
- (c) a power driven ship, when at anchor, shall, at intervals of not more than 1 minute, ring the bell rapidly for about 5 seconds.
- (d) a power driven ship aground in or near a fairway shall, at intervals of not more than 1 minute, ring the bell rapidly for about 5 seconds followed by 3 distinct strokes on the bell;
- (e) a power driven ship, when not under command or restricted in her ability to manoeuvre, shall sound at an interval of not more than 1 minute one prolonged blast followed by 2 short blasts in quick succession;
- (f) a power driven ship engaged in side towing or push towing shall sound signals as mentioned in clause (a) or (b), as the case may be;
- (g) a power driven ship, when towing one or more inland ships at her astern, shall sound signals as mentioned in clause (e) and the towed ship, if more than one, then the last one shall sound 3 distinct strokes on the bell immediately after the signal sounded by the towing ship.

59. **Speed in fog, etc.**—(1) A power driven ship shall, in fog, mist and heavy rain and rain storm, proceed at a moderate speed, having careful regard to the circumstances.

(2) A power driven ship hearing apparently forward of her beam the fog signal of any other inland ship, the position of which is not ascertained shall, so far as the circumstances of the case admit, stop her engine and then navigate with caution until danger of collision is over.

60. **General warning signal.**—One prolonged blast shall be given to convey a warning in the following cases:—

- (a) when a power driven ship approaches her destination;
- (b) to attract the attention of other inland ships for a clear passage;
- (c) on approaching a bend.

61. **Inland ships at end-on position.**—When two power driven ships are meeting end-on or nearly end-on so as to involve risk of collision, each shall alter her course to starboard so that each may pass on the port side of the other.

62. **Crossing inland ships.**—When two power driven ships are crossing so as to involve risk of collision, the inland ship which has the other on her own starboard side shall keep out of the way of the other inland ship.

63. **Action by give-way and given-way inland ship.**—(1) (a) Where one of the two power driven ships is to keep out of the way, the other shall keep her course and speed.

(b) The given-way power driven ship may take action to avoid collision by her manoeuvre alone if it becomes apparent to her that the inland ship required to keep out of the way is not taking appropriate action.

(2) When, from any cause, the given-way power driven ship is required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the other inland ship alone, she shall take such action as will best aid to avoid collision.

64. **Inland ships to avoid crossing ahead.**—Every power driven ship which is required by these rules to keep out of the way of another inland ship, shall, if the circumstances of the case so admit, avoid crossing ahead of the other.

65. **Overtaking of inland ships.**—Notwithstanding anything contained in these rules, every power driven ship overtaking any other inland ship shall keep out of the way of the overtaken inland ship.

66. **Navigation in narrow channels.**—(1) In narrow channel, every power driven ship shall, when it is safe and practicable, keep to that side of the fairway which lies on the starboard side of such inland ship.

(2) When two power driven ships, with or without side-tow, meet in a narrow channel or at a place where the presence of a third inland ship makes it difficult to pass, the one going against the current shall, slacken her speed and keep close to her starboard side bank until the other has passed clear.

(3) When two power driven ships meet at the bend of a narrow channel, the inland ship going against the current shall stop and remain under the point until the other inland ship has passed clear.

67. **Getting underway.**—No power driven ship shall get underway either from her anchor or from the river bank or jetty when another inland ship is seen approaching from either up or down stream at such a distance that it is doubtful whether the approaching inland ship can safely pass her.

68. **Junction of channels.**—When two power driven ships are likely to meet at the junction of two channels, the inland ship in the wider of the two channels shall not attempt to enter the narrower channel until the ship in the narrower channel has emerged out.

69. **Power driven ship, sailing ship and ship engaged in fishing.**—Where there is risk of collision, a power driven ship shall keep out of the way of a sailing ship or a ship engaged in fishing :

Provided that no sailing ship or a ship engaged in fishing shall have the right to obstruct the channel in the safe passage of a power driven ship.

70. **Clear view for navigation.**—Navigation shall be controlled from a position which give a clear all-round view as far as practicable but the view shall be unobstructed from right ahead to 2 points abaft the beam on either side.

71. **Sound signals for inland ships in sight of one another.**—Every power driven ship underway shall, in taking any course under these rules, indicate that course by the following signals by her whistle or siren :—

- (a) one short blast to mean "I am directing my course to starboard";
- (b) two short blasts to mean "I am directing my course to port";
- (c) three short blasts to mean "My engines are going astern".

72. **Attraction of attention of other power driven ships.**—A power driven ship shall, if required to attract the attention of another power driven ship, sound in quick succession 4 short blasts followed by one prolonged blast.

73. **Regulating the navigation of inland ships within the limits of international sea ports in Bangladesh.**—(1) No power driven ship shall navigate within the limits of the international sea ports in Bangladesh unless she has on board a duly qualified master having endorsement of Karnaphuly or Pussur river, as the case may be, on his certificate of competency.

(2) The endorsement referred to in sub-rule (1) shall be made on payment of the fees as specified in Part III of Form III.

(3) When crossing from one reach to another or from one side of the channel to the other, a power driven ship shall not obstruct the safe passage or

cause any risk of collision with any ocean-going vessels crossing or passing, and if necessary, shall reduce her speed, stop or reverse engines or remain at a safe distance until the ocean-going vessel has passed clear.

(4) All power driven ships navigating within the port limits of international sea ports of Bangladesh shall abide by all rules, regulations and directives of the concerned port.

(5) All power driven ships shall, when passing the ocean-going vessels within the port limits of an international sea-port of Bangladesh, abide by the international "Rules of the Road".

CHAPTER VI

CARRIAGE OF DANGEROUS GOODS

74. **Classification of dangerous goods.**—(1) It shall be unlawful for dangerous goods to be taken on board any inland ship unless the shipper of the goods has furnished the owner or master of the inland ship with a declaration in writing that the shipment offered for carriage is properly marked and labelled and is packaged in such a manner as to withstand the ordinary risks of handling and transport during passage.

(2) The declaration under sub-rule (1) shall indicate to which of the following classes the goods belong :—

- | | | |
|------------|----|---|
| Class 1 | .. | Explosives |
| Class 2 | .. | Gases-compressed, liquefied or dissolved under pressure |
| Class 3 | .. | Flammable liquids |
| Class 4(1) | .. | Flammable solids |
| Class 4(2) | .. | Flammable solids or substances liable to spontaneous combustion. |
| Class 4(3) | .. | Flammable solids or substances which in contact with water emit inflammable gases. |
| Class 5(1) | .. | Oxidising substances |
| Class 5(2) | .. | Organic peroxides |
| Class 6(1) | .. | Poisonous (toxic) substances |
| Class 6(2) | .. | Infectious substances |
| Class 7 | .. | Radioactive substances |
| Class 8 | .. | Corrosives |
| Class 9 | .. | Miscellaneous dangerous substances, that is, any other substance which experience has shown, or may show, to be of such a dangerous character that this class should apply to it. |

(3) Where the dangerous goods have been packed into a container, the person responsible for packing the goods shall furnish the master with a declaration in writing that the goods are contained in sound packages and have been properly packed and secured in a container suitable for the goods.

75. **Marking.**—It shall be unlawful for dangerous goods which are contained in a package or receptacle to be taken on board an inland ship unless such package or receptacle is clearly marked with distinctive labels or stencils indicating the correct technical name and the class of the goods.

76. **Packaging.**—(1) It shall be unlawful for dangerous goods to be taken on board an inland ship for carriage unless the goods are packed in such a manner as to withstand the ordinary risks of handling and transport and the master has been provided with a declaration under rule 74.

(2) The packaging of dangerous goods, being goods which are not in bulk, shall be—

- (a) well made and in good condition ;
- (b) of such a character that any interior surface with which the contents may come into contact is not dangerously affected by the substance being carried ;
- (c) if the dangerous goods are radioactive substances, adequate to allow a margin of safety sufficient in the circumstances to protect all persons on board the inland ship.

(3) Where absorbent or cushioning material is used in the packaging of a receptacle containing liquids, that material shall be—

- (a) capable of minimising the dangers to which the liquid gives rise;
- (b) so disposed as to prevent movement of the receptacle and ensure that the receptacle remains surrounded by such material;
- (c) in sufficient quantity where reasonable possible to absorb the liquid in the event of breakage of the receptacle.

(4) Receptacles containing dangerous liquids shall have an ullage at the filling temperature sufficient to allow for the highest temperature likely to be met during the course of normal carriage.

(5) Cylinders or receptacles for gases under pressure shall be adequately constructed, tested, maintained and correctly filled.

77. **Stowage.**—Dangerous goods shall be stowed in the inland ship, and shall be kept so stowed with adequate ventilation where appropriate in a manner which is a safe and proper manner of stowage for the goods and the dangerous goods, of different class which are liable to interact dangerously shall be stowed separately and kept effectively separated from one another:

Provided that no explosives shall be stowed in a space in which any electrical apparatus and cables are present.

78. **Carriage of dangerous goods on inland passenger ships.**—It shall be unlawful for any explosives other than safety class ammunition and fire crackers to be taken on board an inland ship which carries passengers.

79. **Precautionary measures to be taken during loading and unloading of dangerous goods.**—The following precautionary measures shall be taken during loading and unloading of dangerous goods, namely:—

- (a) "No smoking" boards are to be exhibited at conspicuous places and gangways and no person shall smoke on deck during loading and unloading operations;
- (b) there shall be no naked light on deck;
- (c) no person on deck shall be in possession of match boxes and lighters;
- (d) all fire fighting appliances are to be kept handy for immediate use;
- (e) galley fire shall be kept extinguished;
- (f) the master shall remain on deck during loading and unloading operations;
- (g) the engine driver shall remain in the engine room to start the pump in case of fire;
- (h) unauthorized persons shall not be allowed to board the inland ship;
- (i) by day : a red square flag 0.5×0.5 meter to be exhibited where it can best be seen from all around; and by night : a red light visible at a distance of at least 1.5 km in line of the square flag.

CHAPTER VII

GENERAL

80. **Tickets or receipts of fares and freights, etc.**—(1) A passenger shall be issued with a proper ticket showing date of issue for the journey to be undertaken on board an inland ship carrying passengers.

(2) The proper ticket referred to in sub-rule (1) shall contain the following:—

- (a) Serial No. (in print);
- (b) Name of the inland ship (in print);
- (c) Names of the places of embarkation and disembarkation;
- (d) Fare charged.

(3) A shipper shall be issued with a proper receipt showing date of booking for the carriage of cargo on board an inland ship.

(4) The proper receipt referred to in sub-rule (3) shall contain the following:—

- (a) Serial No. (in print);
- (b) Name of the inland ship (in print);

- (c) Description of cargo indicating nature, quantum and weight;
- (d) Names of places of loading and unloading;
- (e) Freight charged.

81. **Sanitary and other measures to be taken on board an inland ship carrying passengers.**—The owner or master of an inland ship shall provide—

- (a) proper facilities for the supply of wholesome food for the passengers on payment where the journey exceeds six hours;
- (b) a first aid box containing medicines of emergent nature;
- (c) sufficient quantity of fresh drinking water, being not less than three litres per passenger per day or part thereof, which shall be stored in iron tanks and supplied free of costs.

82. **Provision for gangways for the use of passengers of inland ship.**—(1) Gangways over which passengers embark or disembark to and from river bank, pontoon or jetty shall consist of not less than two planks, each of thirty centimeters wide, securely fastened together and a portable hand rail on each side of the gangway.

(2) The master of an inland ship shall not allow embarkation or disembarkation of passengers simultaneously with the loading or unloading of cargoes.

(3) Every inland ship generating electricity shall provide with flood light placed in such a position as to illuminate the gangway:

Provided that if the inland ship does not generate electricity, the gangway shall be illuminated by any other means.

83. **Conditions subject to which passengers may be admitted to, or expulsion from, an inland ship.**—(1) The master or any employee authorised in this behalf by the owner or master of an inland ship may refuse to admit any person on an inland ship as a passenger if—

- (a) he has not paid his fare;
- (b) he is insane and without escort;
- (c) he is suffering from an infectious or contagious disease;
- (d) he is drunk and incapable of taking care of himself;
- (e) he is disorderly or is otherwise in such a state or conducting himself in such a manner as to cause or likely to cause annoyance to other passengers; or
- (f) the inland ship or the class to which he seeks admission is full to the capacity.

(2) No passenger shall—

- (a) travel or attempt to travel in a class other than that for which he has paid his fare;

- (b) travel beyond the place for which he has paid his fare or without paying the fare previously for the additional distance;
 - (c) use or attempt to use a ticket on any day for which such ticket is not valid;
 - (d) alter or deface his ticket so as to render it illegible; or
 - (e) take or attempt to take luggage other than free allowance with him without having previously paid the freight payable in respect thereof.
- (3) Every passenger shall, when required by the master or any person authorised in this behalf by the master or owner,—
- (a) pay his fare, if not already paid;
 - (b) present his ticket and receipt, if any, paid for the luggage or cargo for examination;
 - (c) at the end of the journey, surrender his ticket.
- (4) Any person who has been refused admission under sub-rule (1) shall be entitled to the refund of the fare.

84. Conduct of passengers on board an inland ship.—(1) No passenger shall—

- (a) take or keep on board any decayed meat, fish or vegetables or any other offensive food article;
 - (b) obstruct or impede master or any other officer of the inland ship in the discharge of his duties;
 - (c) obstruct or interfere in any way with the embarkation or disembarkation of passengers or loading or unloading of cargo;
 - (d) damage or attempt to damage the inland ship or any article thereof;
 - (e) enter or leave, or attempt to enter or leave, any inland ship which such ship is in motion;
 - (f) enter, without lawful excuse, any compartment or place reserved for the use of other passengers or refuse to leave it when required to do so by the master or any officer of the inland ship;
 - (g) smoke, or be in possession of fire or naked light, in any part of the inland ship where smoking or possession of naked light is not permitted;
 - (h) be drunk and disorderly and incapable of taking care of himself;
 - (i) commit any nuisance or act of indecency, or use obscene or abusive language, or
 - (j) interfere, without lawful excuse, with the comfort of any other passenger.
- (2) No male passenger shall, without lawful excuse, enter a compartment or place reserved exclusively for females and remain therein after being required by the master or any other officer of the inland ship to leave it.

(3) No passenger shall enter or remain in any part of the inland ship other than the space specified for the carriage of passengers and if such passenger is found in a space other than the space specified for the carriage of passengers shall leave the same when required by any member of the crew.

(4) No passenger shall be allowed or permitted by any member of the crew to enter and remain in any part of the inland ship which is not specified for the carriage of passengers.

85. **Separate accommodation for women and children.**—Inland ships carrying more than one hundred passengers shall have a separate enclosed area for women and children which shall be equivalent to ten per cent of the total passenger area and such area shall be adequately lighted and ventilated and protected from the weather.

86. **Protection of passengers and members of the crew against spread of epidemic disease.**—(1) Whenever any case of cholera or other dangerous epidemic disease occurs on board an inland ship, the master shall immediately—

- (a) remove the patient together with his bedding, utensils, drinking vessels and food to a part of the deck at the extreme stern of the inland ship where he shall be segregated from the rest of the inmates or the passengers, as the case may be, by an awning;
- (b) cause all excreta, vomit and urine which may have been discharged by the patient to be cleaned away with disinfectant;
- (c) call for medical assistance at the nearest ghat and arrange hospitalisation of the patient at the nearest hospital;
- (d) cause the deck of the inland ship to be properly washed down and living quarters and cabins disinfected when the patient has been taken ashore and, if the inland ship is used for carrying passengers, such washing down and disinfection shall be carried out after disembarkation of all the passengers at the destination point.

(2) Whenever any case of cholera or other dangerous epidemic disease occurs on board an inland ship while lying at terminal ghat, the master shall not sail the inland ship unless the deck of the inland ship has been washed down and living quarters and cabins disinfected after the patient has been put ashore.

(3) In the case of death of the patient, the dead body shall be wrapped in a cloth soaked with disinfectant and made over to his relative or friend, or where he is without a relative or friend, to the police for disposal.

(4) The master of an inland ship shall carry on board at least five litres of disinfectant.

87. **Speed of inland ship in specified areas and regulation of navigation to prevent danger to other ships and property, etc.**—(1) An inland ship shall not ply if she is unsafe by reason of the defective condition of her hull, equipment or machinery, or by reason of overloading, improper loading or excessive tow.

(2) An inland ship shall navigate with caution so as to pass all navigation marks at a safe distance and destruction or damage to any navigation marks shall forthwith be reported to the nearest police station.

(3) An inland ship shall pass another ship at a reduced speed in a narrow channel and shall also ply at a reduced speed where backwash is likely to cause erosion or damage to the river bank or property thereon.

(4) The speed of the inland ship shall be reduced to prevent damage being done to sailing boats or crafts while passing markets or places where such boats or crafts are congregated in large number.

88. **Penalty for contravention of these rules.**—Any person contravening or committing a breach of any provision of these rules shall be punishable with imprisonment for a term which may extend to six months, or with fine which may extend to Taka five thousand, or with both.

FORM I

[See rule 3(1)]

Application for approval of Design and Plans of Inland Ships

1. Name of the owner :
2. Office/Correspondence address with telephone No., if any. :
3. Type of ownership : Proprietorship/Private Limited Company/
Public Limited Company.

Please give details of ownership as per attached proforma-I.

If the applicant has ownership, in any form, of any inlandship or coastal vessel, the details of which must be attached as per proforma-II.

4. Particulars of inlandship proposed to be built/acquired as per designs and plans attached :

Sl. No.	Name of inlandship.	Type.	To be built locally/imported (new/old with year of built).	Mode of Finance.	
				Bank Loan.	Own investment.
1					
2					
3					
4					

5. The following plans, drawings, specifications and documents in 6 (six) copies each to be submitted :—

- (a) General arrangement Plan ;
- (b) Midship Drawing ;
- (c) Lines Plan with Offset Table ;
- (d) Construction Drawings ;
- (e) Shell expansion ;
- (f) Deck fittings with detail of construction of each item ;
- (g) System drawings ;
- (h) Stern gear drawings ;

- (i) Preliminary stability booklet showing the ballast, full load and 20% overloaded condition with the following declaration :—
“I/We confirm that the final stability booklet with loading plan and deadweight scale on the basis of the preliminary stability booklet shall have to be got approved after completion of the inland ship”;
- (j) Power calculation at desired speed. (Machinery Catalogue showing engine performance curve and fuel consumption must be furnished);
- (k) Detail specifications (all fittings and materials to be used must be specified).

INSTRUCTIONS

- (a) Title of the drawing should be indicated at the top of each of the drawing.
- (b) Name of the inland ship, name of owner with seal and signature, name of designer with seal and signature should be indicated at the bottom of each drawing/plan.
- (c) A space measuring not less than 4" in width, at the right hand side of each of the drawing/plan should be left for the following use :—
 - (i) The top space should indicate principal particulars, e.g., Length (OA), Length (LWL) Breadth (mld), Depth (mld), Draft (loaded).
 - (ii) The middle and bottom space be kept blank for office use.
- (d) Title, dimensions and scantlings, etc., in the drawing should be written in block letters.
- (e) All dimensions and scantlings of the drawings must be shown in metric system. No designs and plans shall be received without having dimensions and scantlings in metric system.

Date :

Signature and seal of the owner.

PROFORMA I

(of Form I)

Details of ownership

Type of ownership :

(Please indicate if the ownership is/would be a proprietorship, private limited company, public limited company).

A. If the owner is a company, furnish the following (Proposed or already formed must be mentioned) :

Name of Director with Father's name.	Address with telephone.	Share-holding.
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- C. If the company has already been registered, a copy of Memorandum and Articles of Association along with certificate of incorporation to be enclosed. Qualification and past experience of the Directors to be furnished.
- D. If the company has not yet been registered, a copy of the proposed Memorandum and Articles of Association of the proposed company to be enclosed.

PROFORMA II

(of Form I)

Description of the inland ships and coastal vessels owned already by the owner
(name).

Sl. No.	Name of the inland ship/coastal vessel.	Registration No.	Type of inland ship/coastal vessel.	Year of acquisition/built.	Percentage owned.
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ফরম নং ৫

[৪(১) নং বিধি দ্রষ্টব্য]

বহুচালিত আভ্যন্তরীণ নৌযান জরিপের আবেদনপত্র

সনীপে,

আভ্যন্তরীণ নৌযান জরিপকারক

- ১। নৌযানের নাম :
- ২। খোল কোথায় তৈরী হইয়াছিল এবং কখন :
- ৩। খোলের পরিমাণ] :
- ৪। জাহাজের ইঞ্জিন কোথায় এবং কখন তৈরী হইয়াছিল। :
- ৫। ইঞ্জিন নির্মাতাকারীর নাম ও ইঞ্জিনের সংক্ষিপ্ত বিবরণ।] :
- ৬। ইঞ্জিনের শক্তি :
- ৭। পূর্বে কখন এবং কোথায় জরিপ হইয়াছিল :
- ৮। আনুমানিক টনেজ] :
- ৯। প্রস্তাবিত পরিদর্শনের তারিখ এবং স্থান। :
- ১০। অন্য কোন তথ্য :

আমি এতদ্বারা আপনার নিকট আবেদন করিতেছি যে, জনসাধারণের সুবিধার্থে আপনি উপরোল্লিখিত স্থানে এবং তারিখে উপরোক্ত নৌযানটি জরিপ করিবার জন্য প্রয়োজনীয় ব্যবস্থা গ্রহণ করুন। আমি ৪নং বিধি অনুসারে জরিপ ফি বাবদ.....টাকা জমা দিয়াছি এবং আমি এতদ্বারা সম্মতি জ্ঞাপন করিতেছি যে, (আইনের আওতায়) জরিপকারীর সমণ উপলক্ষে অথবা বধিত টনের জন্য এবং অতিরিক্ত কে ন ফি ধর্য হইয়া থাকিলে তাহা পরিশোধ করিতে বাধ্য থাকবে।

উপরোল্লিখিত ফি বাবদ ট্রেজারী চালান এতদসঙ্গে সংযুক্ত করিলাম।

স্থান :

মালিকের স্বাক্ষর
এবং সীল

তারিখ :

বিঃ দ্রঃ ১। প্রত্যেক ক্ষেত্রেই কমপক্ষে তিন দিনের নোটিশ দিতে হইবে।

২। যদি নৌযান পূর্বে কখনো জরিপ না হইয়া থাকে তবে মালিককে নৌযানের আনুমানিক টনেজ দেখাইতে হইবে এবং জরিপের সময় সঠিক টন নির্ণীত হইবে এবং সেই অনুপাতে ফি আদায় করা হইবে।

৩। সম্পূর্ণ ফি আদায় না হওয়া পর্যন্ত কোন প্রকার প্রত্যায়নপত্র মঞ্জুর করা হইবে না।

FORM III
(See rules 4, 15, 39, 40 and 73)

SCHEDULE OF FEES

PART I

SURVEY FEES

	Tk.
(i) For an inland ship of less than 25 tons	450·00
(ii) For an inland ship of and above 25 tons but less than 50 tons.	600·00
(iii) For an inland ship of and above 50 tons but less than 75 tons.	750·00
(iv) For an inland ship of and above 75 tons but less than 100 tons.	900·00
(v) For an inland ship of and above 100 tons but less than 300 tons.	1050·00
(vi) For an inland ship of and above 300 tons but less than 600 tons.	1200·00
(vii) For an inland ship of and above 600 tons but less than 900 tons.	1350·00
(viii) For an inland ship of and above 900 tons but less than 1,200 tons.	1500·00
(ix) For an inland ship of and above 1200 tons ..	2000·00
(x) Any inland ship when required to be inspected by a surveyor on request of the owner or master while Survey Certificate is in force, inspection fee as mentioned below shall be charged for each inspection :	
(a) up to 1200 tons	350·00
(b) above 1200 tons	500·00
(xi) Any inland ship when required to be inspected by a surveyor on request of the owner or master for issuance of certificate for carriage of petroleum products, fees as mentioned below shall be charged for each inspection:	
(a) up to 500 tons	200·00
(b) above 500 tons	350·00

Note—In this paragraph, the term “tons” means the gross tonnage of the inland ship.

2. An additional fee at the rate of double the travelling allowance *plus* daily allowance admissible to the surveyor under normal rules of the Government shall be payable where the surveyor is required to undertake survey of an inland ship at a place other than the places declared as the places of survey.
3. (i) An additional fee for surveying an inland ship shall be charged at the rate of Tk.600·00 for each survey.
- (ii) On working days after working hours an additional fee shall be charged at the rate of Tk.300·00 for each survey.

PART II
REGISTRATION FEES

	Tk.
(i) For an inland ship of less than 100 tons	500·00
(ii) For an inland ship of and above 100 tons but less than 200 tons.	650·00
(iii) For an inland ship of and above 200 tons but less than 350 tons.	800·00
(iv) For an inland ship of and above 350 tons but less than 700 tons.	950·00
(v) For an inland ship of and above 700 tons but less than 1,000 tons.	1100·00
(vi) For an inland ship of and above 1,000 tons but less than 1,500 tons.	1250·00
(vii) For an inland ship of and above 1,500 tons	1400·00

Note—In this Part, the term “tons” means the gross tonnage of the inland ship.

PART III
ENDORSEMENT FEES

	Tk.
(i) Steam or Motor Endorsement	250·00
(ii) Karnaphuli or Pussur River Endorsement	100·00

PART IV
EXAMINATION FEES

	Tk.
(i) First Class Master	350·00
(ii) Second Class Master	200·00
(iii) Third Class Master	100·00
(iv) Inland Engineer	450·00
(v) First Class Engine-Driver	350·00
(vi) Second Class Engine-Driver	200·00
(vii) Third Class Engine-Driver	50·00
(viii) Revalidation endorsement	Same as for the class.

ক্রমিক নং.....

ফরম নং ৪

[১২(২) বিধি দ্রষ্টব্য]

আভ্যন্তরীণ নৌযান জরিপকারকের নৌযান চলাচলের সাময়িক অনুমতিপত্র

সর্বজনাব..... এর
 এম, এল/এম, ডি..... নৌযানটি..... তারিখ.....
 জরিপ করা হইয়াছে এবং উহাকে নিম্নবর্ণিত যাত্রী/মাল নিয়ম জরিপকারকের ঘোষণাপত্র/
 জরিপের প্রত্যায়নপত্র প্রদান করা সাপেক্ষে চলাচল করিবার অনুমতি দেওয়া হইল। এই
 সাময়িক অনুমতি পত্র..... তারিখ পর্যন্ত বলবৎ থাকিবে।

পরিবহনযোগ্য যাত্রী সংখ্যা		পরিবহনযোগ্য মালামালের পরিমাণ	
শাস্ত্র জলে চলাকালে		অশাস্ত্র জলে চলাকালে	
দিবাভাগে	রাত্রিকালে	দিবাভাগে	রাত্রিকালে

তারিখ :

আভ্যন্তরীণ নৌযান জরিপকারক
 (সই এবং সীল)

ফরম ৫

[১২(২) বিধি দ্রষ্টব্য]

যন্ত্রচালিত অভ্যন্তরীণ নৌ-যান জরীপকারকের ঘোষণাপত্র

- ১। নৌযানের নাম :
- রেজিস্ট্রীকৃত নং :
- মালিকের নাম ও ঠিকানা :
- ২। নৌযানের আয়তন :
 লম্বা চওড়া গভীরতা প্রসটন
- ৩। ইঞ্জিন এবং খোল :
 ইঞ্জিন তৈরীর তারিখ : ইঞ্জিন নির্মাতার নাম :
 খোল কিসের তৈরী ইম্পাত অথবা কাঠ অথবা মিশ্রণ
 খোল তৈরীর তারিখ
- ৪। ইঞ্জিনের শক্তি :
- ৫। ইঞ্জিনের বিবরণ : গিলিঙারের সংখ্যা
 সিলিঙারের ব্যাস টোক
- ৬। নোংগরের বিবরণ :
- ৭। নৌযানের খোলের অবস্থা :
- ৮। নৌযানের নিরাপত্তা সরঞ্জাম :
 অগ্নি নির্বাপক বাসতির সংখ্যা অগ্নি নির্বাপিকার সংখ্যা
 হস্তচালিত অথবা ইঞ্জিনচালিত পাম্পের সংখ্যা কোথায় সংযুক্ত
 অগ্নি নির্বাপকের হোজ এবং নজলের সংখ্যা কত ফুট হোজ
 লাইফ বয়ার সংখ্যা আলোক সংকেত ব্যবস্থা
 রেডিও
- ৯। নাবিকের বিবরণ :
 নাবিকের সংখ্যা : ডেক ইঞ্জিন
 নাবিকের নাম ও প্রত্যায়নপত্রের বিবরণ
- ১০। ইঞ্জিনিয়ার/ড্রাইভারের নাম ও প্রত্যায়নপত্রের বিবরণ
- ১১। নৌযান কোন্ ড্রাইভকে সর্বশেষ পরীক্ষা করা হইয়াছে তাহার নাম, ঠিকানা ও তারিখ
- ১২। নৌযান পরীক্ষার স্থান ও তারিখ :

১৩। ফি বোর্ড এলাউন্স :

১৪। সময় এক বৎসরের কম হইলে যাহার জন্য খোল, ইঞ্জিন কিংবা অন্য কোন সরঞ্জাম
বর্ধেট বলিয়া গণ্য হইবে ১৯ সালের পর্যন্ত

১৫। যাত্রী বহন ক্ষমতা	দিনের বেলায় শান্ত জলে।	রাত্রি বেলায় শান্ত জলে।	দিনের বেলায় অশান্ত জলে।	রাত্রি বেলায় অশান্ত জলে।
(১) প্রথম শ্রেণী				
(২) দ্বিতীয় শ্রেণী				
(৩) মধ্যম শ্রেণী				
(৪) তৃতীয় শ্রেণী				

সর্বমোট সংখ্যা

১৬। জরিপকারকের মন্তব্য :

১৭। জরিপকারকের ঘোষণা :

আমি/আমরা এতদ্বারা ঘোষণা করিতেছি যে, আমি/আমরা এই করমে যে নৌযানের বিবৃতি দেওয়া হইয়াছে তাহা পরীক্ষা করিয়া দেখিয়াছি এবং নৌযানের খোল, যন্ত্রপাতি এবং অন্যান্য সরঞ্জাম আমার/আমাদের বিবেচনায় ১৯৮৬ সালের অভ্যন্তরীণ নৌযান বিধিমালায় চাহিদা অনুযায়ী রহিয়াছে। আমার/আমাদের বিবেচনায় নৌযানের খোল ও সরঞ্জাম ১৯ সালের মাসের তারিখ পর্যন্ত কার্যকরী অবস্থায় থাকিবে বলিয়া গণ্য করি।

স্থান ও তারিখ :

অভ্যন্তরীণ নৌযান জরিপকারক,
বাংলাদেশ সরকার।

ফরম নং ৬

(১৩ বিধি দ্রষ্টব্য)

'ক' বিভাগ

যন্ত্রচালিত যাত্রীবাহী অভ্যন্তরীণ নৌযান জরীপ প্রত্যয়নপত্র

নং.....

বলবৎ থাকার তারিখ.....

(রাত্রিকালে এবং দিবাভাগে শাস্ত ও অশাস্ত জলে চলিবার উপযুক্ত যাত্রীবাহী নৌযানের জন্য)

নৌযানের নাম এম, ভি/এম, এল.....দৈর্ঘ্য.....প্রস্থ.....গভীরতা.....

রেজিস্ট্রেশন নং.....গ্রস টন.....

মালিকের নাম ও ঠিকানা.....

পর্যাবেক্ষণের বন্দর.....

মাষ্টারের নাম.....

প্রত্যয়নপত্রের বিবরণ.....

ইঞ্জিনিয়ার/ভাইভারের নাম.....

প্রত্যয়নপত্রের বিবরণ.....

নাবিকের সংখ্যা : ডেক.....

ইঞ্জিন.....

যাত্রীবহনের ক্ষমতা	দিনের বেলায় শাস্ত জলে (ক)	দিনের বেলায় অশাস্ত জলে (খ)	রাত্রি বেলায় শাস্ত জলে (গ)	রাত্রি বেলায় অশাস্ত জলে (ঘ)
প্রথম শ্রেণী				
দ্বিতীয় শ্রেণী				
মধ্যম শ্রেণী				
ডেক শ্রেণী				
সর্বমোট সংখ্যা				

১২ বৎসর-এর কম বয়স্ক দুইটি শিশুকে একজন যাত্রী বলিয়া ধরিতে হইবে।

১ বৎসরের কম বয়স্ক শিশু ধর্তব্যে নাই।

২ মণ মাল অথবা এমন মাল যাহা ৪ বর্গফুট স্থান অধিকার করিয়াছে (যেকোন শ্রেণী-তেই হউক না কেন) তাহা একজন যাত্রী ধরিতে হইবে যদি এই মাল যাত্রীদের জন্য নির্দিষ্ট স্থানে বহন করা হয়। গবাদি পশুও মাল বলিয়া ধরিতে হইবে। অতএব মাল বহন করিতে যাত্রীবহন সংখ্যা কমিয়া যাইবে।

বগা, আলোক এবং সরঞ্জাম যাহা এই নৌযানে রাখিতে হইবে।

কম্পাস লাইফ বগা ফায়ার বাকেট অগ্নি নির্ধাপক
(সংখ্যা ও বিবরণ)
হস্তচালিত/যন্ত্রচালিত পাম্পের সংখ্যা ও বিবরণ (কোথায় সংযুক্ত)
বালির বাল্লের সংখ্যা এবং বিবরণ
ফায়ার হোসের সংখ্যা, দৈর্ঘ্য ও নজলের বিবরণ (কোথায় সংযুক্ত)
আলো ও সংকেতের বিবরণ
নঙ্গর ও সরঞ্জামের বিবরণ
ক্রি বোর্ড এলাউন্স
রেডিও

এতদ্বারা প্রত্যয়ন করা যাইতেছে যে, উল্লেখিত আভ্যন্তরীণ নৌযান পর্যবেক্ষণ সম্পর্কিত বিধানসমূহ পালন এবং তৎসম্বন্ধে জরিপকারকের ঘোষণাপত্র প্রদান কার্য সম্পাদিত করা হইয়াছে।

পরীক্ষিত ও নিবন্ধকৃত :

মহা-পরিচালক,
ডিপার্টমেন্ট অব শিপিং, ঢাকা।

অন্য ১৯ সনের মাসের তারিখ

এই প্রত্যয়ন পত্র ইতিপূর্বে বাতিল বা রদ করা না হইলে ১৯ সনের মাসের তারিখ পর্যন্ত বলবৎ থাকিবে।

আভ্যন্তরীণ নৌযানটি যদি ঐ সময় পর্যবেক্ষণ স্থানের বাহিরে থাকে তাহা হইলে উহার পর যখন কোন পর্যবেক্ষণ স্থানে ফিরিয়া আসে তখন তথা হইতে ছাড়িবার পূর্বে উহা পর্যবেক্ষণ করাইয়া একটি নতুন প্রত্যয়নপত্র দিতে হইবে।

মহা-পরিচালক হইতে প্রদত্ত প্রত্যয়নপত্র অথবা উহার প্রতিলিপি নৌযানের এমন কোন প্রকাশ্য স্থানে টানাঁয়া রাখিতে হইবে যাহাতে উহা সকল যাত্রী সাধারণের দৃষ্টিগোচর হয়।

এই প্রত্যয়নপত্রে যে সংখ্যা নির্দিষ্ট করিয়া দেওয়া হইয়াছে যদি তাহা হইতে বেশী সংখ্যক যাত্রী বহন করা হয় তাহা হইলে মালিক এবং মাষ্টার অভিযোগের ৬৭ ধারা অনুসারে দণ্ডনীয় হইবেন।

জীবন নাশ হয় এমন কোন দুর্ঘটনা ঘটিলে অথবা নৌযানের খোঁলে অথবা যন্ত্রপাতির অংশ বিশেষের যদি এরূপ কোন ক্ষতি হয় যাহার ফলে নৌযানের নৌ-পথ চলাচল করিবার যোগ্যতা খর্ব হইয়া স্বাভাবিকতার ব্যাঘাত ঘটে তাহা হইলে দুর্ঘটনা ঘটিবার ২৪ ঘন্টার মধ্যে বা উহার পরে যত শীঘ্র সম্ভব মালিক অথবা মাষ্টারের স্বাক্ষরিত একখানা চিঠি দ্বারা উহার একটি প্রতিলিপিত ডিপার্টমেন্ট অব শিপিংয়ের মহা-পরিচালক-এর কার্যালয়ে প্রেরণ করিতে হইবে।

দুর্ঘটনা কবলিত সকল নৌযান পুনরায় পরিবহন কার্যে লিপ্ত হইবার পূর্বে জারিপকারকের নিকট হইতে নুতন করিয়া পরিবহন যোগ্যতার প্রত্যয়নপত্র অবশ্য গ্রহণ করিতে হইবে।

এই প্রত্যয়ন পত্র প্রদানের পর উহার মেয়াদকালের মধ্যে নৌযানের খোল, যন্ত্রপাতি, ব্যালার অথবা আগুন ব্যবহার রদবদল করা হইলে নৌযানের মালিক তাহা মহা-পরিচালককে অবহিত করিবেন। এই শর্ত পালিত না হইলে অভিযোগ মোতাবেক এই প্রত্যয়ন-পত্র বাতিল বলিয়া গণ্য হইতে পারে।

দ্রষ্টব্য : উল্লিখিত কর্মকর্তার নিকট এই নৌযান সম্পর্কে কোন চিঠিপত্র লেখা হইলে উহাতে নৌযানের নাম, পরিদর্শনের বন্দর এবং এই প্রত্যয়নপত্রের নম্বর উল্লেখ করিতে হইবে।

ফরম নং ৬

(১৩ বিধি-১৯৬৩)

'খ' বিভাগ

যন্ত্রচালিত যাত্রীবাহী আভ্যন্তরীণ নৌযান জরিপ প্রত্যায়নপত্র

বলবৎ থাকার তারিখ

(যাত্রীবাহী নৌযান শুধুমাত্র-দিবাভাগে শান্ত জলে চলিবার উপযোগী)

নৌযানের নাম এম, ভি/এম, এল দৈর্ঘ্য প্রস্থ গভীরতা
 রেজিস্ট্রেশন নং
 নাবিকের নাম ও ঠিকানা
 পর্যবেক্ষণ বন্দর এস টন
 মাষ্টারের নাম ও প্রত্যায়ন পত্রের বিবরণ
 ইঞ্জিনিয়ার/ড্রাইভারের নাম ও প্রত্যায়ন পত্রের বিবরণ
 নাবিকের সংখ্যা : ডেক
 ইঞ্জিন

যাত্রীবহন ক্ষমতা :

প্রথম শ্রেণী :
 দ্বিতীয় শ্রেণী :
 মধ্যম শ্রেণী :
 ডেক শ্রেণী :

সর্বমোট সংখ্যা

১২ বৎসর কম বয়স্ক দুইটি শিশুকে একজন যাত্রী বলিয়া ধরিতে হইবে।
 ১২ বৎসরের কম বয়স্ক শিশু ধর্তব্যে নাই।

২ মণ মাল অথবা এমন মাল যাহা ৪ বর্গফুট স্থান অধিকার করিরাছে (যে কোন শ্রেণীতেই হউক না কেন) তাহা একজন যাত্রী ধরিতে হইবে যদি এই মাল যাত্রীদের জন্য নির্দিষ্ট স্থানে বহন করা হয়। গবাদি পশুও মাল বলিয়া ধরিতে হইবে। অতএব মাল বহন করিতে যাত্রীবহন সংখ্যা কমিয়া যাইবে।

বয়া, আলোক ও সরঞ্জাম যাহা এই নৌযানে রাখিতে হইবে :

কম্পাস লাইফ বয়া কায়ার বাকেট
 অগ্নিনির্বাপক যন্ত্র (সংখ্যা ও বিবরণ)
 হস্তচালিত/যন্ত্রচালিত পাম্পের সংখ্যা ও বিবরণ (কোথার সংযুক্ত)
 বাতির বাত্সের সংখ্যা ও বিবরণ
 কায়ার হোসের সংখ্যা, দৈর্ঘ্য ও নজলের বিবরণ

আলো ও সংকেতের বিবরণ.....
 নংগর ও সুরঞ্জামের বিবরণ.....
 ফ্রি বোর্ড এলাউন্স.....
 রেডিও.....

এতদ্বারা প্রত্যয়ন করা যাইতেছে যে, উল্লিখিত আভ্যন্তরীণ নৌযান পর্যবেক্ষণ সম্পর্কিত আইনের বিধানসমূহ পালন এবং তৎসম্বন্ধে জরিপকারকের ঘোষণাপত্র প্রদান কার্য সম্পাদন করা হইয়াছে।

পরীক্ষিত ও নিবন্ধকৃত :

অধ্য ১৯.....সনের.....মাসের.....
তারিখ।
 মহা-পরিচালক,
 ডিপার্টমেন্ট অব শিপিং, ঢাকা।

এই প্রত্যয়ন পত্র ইতিপূর্বে বাতিল বা রদ করা না হইলে ১৯.....সালের.....মাসের.....তারিখ পর্যন্ত বলবৎ থাকিবে।

আভ্যন্তরীণ নৌযানটি যদি ঐ সময় পর্যবেক্ষণ স্থানের বাহিরে থাকে তাহা হইলে উহার পর যখন কোন পর্যবেক্ষণ স্থানে ফিরিয়া আসে তখন তথা হইতে ছাড়িবার পূর্বে উহা পর্যবেক্ষণ করাইয়া একটি নতুন প্রত্যয়নপত্র লইতে হইবে।

মহা-পরিচালক হইতে প্রদত্ত প্রত্যয়নপত্র অথবা উহার প্রতিলিপি নৌযানের এমন কোন প্রকাশ্য স্থানে টানাইয়া রাখিতে হইবে বাহাতে উহা সকল যাত্রী সাধারণের দৃষ্টিগোচর হয়।

এই প্রত্যয়নপত্রে যে সংখ্যা নির্দিষ্ট করিয়া দেওয়া হইয়াছে যদি তাহা হইতে বেশী সংখ্যক যাত্রী বহন করা হয় তাহা হইলে মালিক এবং মাষ্টার অধ্যাদেশের ৬৭ ধারা অনুসারে দণ্ডনীয় হইবেন।

জীবন নাশ হয় এমন কোন দুর্ঘটনা ঘটিলে অথবা নৌযানের খোলে অথবা যন্ত্রপাতির অংশ বিশেষের যদি একরূপ কোন ক্ষতি হয় যাহার ফলে নৌযানের নৌ-পথে চলার কার্যব্যতীত কর্তব্য কার্যক্রমতার ব্যাঘাত ঘটে তাহা হইলে দুর্ঘটনা ঘটিবার ২৪ ঘণ্টার মধ্যে বা উহার পরে যত শীঘ্র সম্ভব মালিক অথবা মাষ্টারের স্বাক্ষরিত একখানা চিঠি দ্বারা উহার একটি প্রতিবেদন ডিপার্টমেন্ট অব শিপিংয়ের মহা-পরিচালকের কার্যালয়ে প্রেরণ করিতে হইবে।

দুর্ঘটনা কবলিত সকল নৌযান পুনরায় পরিবহন কার্যে লিপ্ত হইবার পূর্বে জরিপকারকের নিকট হইতে নূতন করিয়া পরিবহণ বোগ্যতার প্রত্যয়নপত্র অবশ্য গ্রহণ করিতে হইবে।

এই প্রত্যয়নপত্র প্রদানের পর উহার মেয়াদকালের মধ্যে নৌযানের খোল, যন্ত্রপাতি, বয়লার অথবা আসন ব্যবস্থার রদবদল করা হইলে নৌযানের মালিক তাহা মহা-পরিচালককে অবহিত করিবেন। এই শর্ত পালিত না হইলে অধ্যাদেশ মোতাবেক এই প্রত্যয়নপত্র বাতিল বলিয়া গণ্য হইতে পারে।

দ্রষ্টব্য : উল্লিখিত কর্মকর্তার নিকট এই নৌযান সম্পর্কে কোন চিঠি-পত্র লেখা হইলে উহাতে নৌযানের নাম, পরিদর্শনের বন্দর এবং এই প্রত্যয়নপত্রের নম্বর উল্লেখ করিতে হইবে।

ফরম নং ৬

(১৩ বিধি জটকা)

'গ' বিভাগ

যন্ত্রচালিত আভ্যন্তরীণ মালবাহী নৌযান জরীপ প্রত্যায়নপত্র

নং.....

বলবৎ থাকার তারিখ.....

(রাত্রিকালে এবং দিবাভাগে শান্ত এবং অশান্ত জলে চলিবার উপযুক্ত মালবাহী বা টোইং নৌযানের জন্য)

নৌযানের নাম.....দৈর্ঘ্য.....প্রস্থ.....গভীরতা.....

রেজিস্ট্রেশন নং.....গ্রস টন.....

মালিকের নাম ও ঠিকানা.....

পর্যবেক্ষণ বন্দর..... মালবহনকারক হোডের আয়তন.....
বহন ক্ষমতা.....

মাষ্টারের নাম ও প্রত্যায়নপত্রের বিবরণ.....

ইঞ্জিনিয়ার/ড্রাইভার-এর নাম ও প্রত্যায়নপত্রের বিবরণ.....

নাবিকের সংখ্যা : ডেক.....

ইঞ্জিন.....

বগা, আলোক এবং সরঞ্জাম যাহা ঐ নৌযানে রাখিতে হইবে :

কম্পাস.....লাইফ বগা.....ফায়ার বাকেট.....

অগ্নি নির্বাপক যন্ত্র (সংখ্যা ও বিবরণ).....

হস্তচালিত/যন্ত্রচালিত পাম্পের সংখ্যা ও বিবরণ (কোথায় সংযুক্ত).....

বালির বাস্তের সংখ্যা ও বিবরণ.....

ফায়ার হোসের সংখ্যা, দৈর্ঘ্য ও নজলের বিবরণ.....

আলো ও সংকেতের বিবরণ.....

নংগর ও সরঞ্জামের বিবরণ.....

ফ্রি বোর্ড এলাউন্স.....

রেডিও.....

এতদ্বারা প্রত্যায়ন করা যাইতেছে যে, উল্লেখিত আভ্যন্তরীণ নৌযানের পর্যবেক্ষণ সম্পর্কিত আইনের বিধানসমূহ পালনএবং তৎসম্বন্ধে ঘোষণাপত্র প্রদান কার্য সম্পাদিত করা হইয়াছে।

পরীক্ষিত ও নিবন্ধকৃত:

মহা-পরিচালক,
ডিপার্টমেন্ট অব শিপিং, ঢাকা।

অদ্য ১৯.....সনের.....মাসের.....তারিখ।

টোইং নৌযান ইস্পাতের তৈরী হইতে হইবে। এই প্রত্যায়ন পত্র ইতিপূর্বে বাতিল বা রদ করা না হইলে ১৯.....সনের.....মাসের..... তারিখ পর্যন্ত বলবৎ থাকিবে। আভ্যন্তরীণ নৌযানটি যদি ঐ সময় পর্যবেক্ষণ স্থানের বাহিরে থাকে তাহা হইলে উহার পর যখন কোন পর্যবেক্ষণ স্থানে ফিরিয়া আসে তখন তথা হইতে ছাড়িবার পূর্বে উহা পর্যবেক্ষণ করাইয়া একটি নূতন প্রত্যায়ন পত্র লইতে হইবে। মহা-পরিচালক হইতে প্রাপ্ত প্রত্যায়ন পত্র অথবা উহার প্রতিলিপি নৌযানের এমন কোন প্রকাশ্য স্থানে টাঙ্গাইয়া রাখিতে হইবে যাহাতে উহা সকলের দৃষ্টি গোচর হয়।

জীবন নাশ হয় এমন কোন দুর্ঘটনা ঘটিলে অথবা নৌযানের খোলে অথবা যন্ত্রপাতির অংশবিশেষের যদি এরূপ কোন ক্ষতি হয় যাহার ফলে নৌযানের নৌ-পথে চলাচলের যোগ্যতা ধ্বংস হইয়া কার্য ক্ষমতার ব্যাঘাত ঘটে তাহা হইলে দুর্ঘটনা ঘটিবার ২৪ ঘন্টার মধ্যে বা উহার পরে যত শীঘ্র সম্ভব মালিক অথবা মাষ্টার স্বাক্ষরিত একখানা চিঠি দ্বারা উহার একটি প্রতিলিপি ডিপার্টমেন্ট অব শিপিং এর মহা-পরিচালক এর কার্যালয়ে প্রেরণ করিতে হইবে।

দুর্ঘটনা কবলিত সকল নৌযান পুনরায় পরিবহন কার্যে লিপ্ত হইবার পূর্বে জরুরীপকারকের নিকট হইতে নূতন করিয়া পরিবহন যোগ্যতার প্রত্যায়নপত্র অবশ্য গ্রহণ করিতে হইবে।

এই প্রত্যায়নপত্র প্রদানের পর উহার বয়াদকালের মধ্যে নৌযানের খোল, যন্ত্রপাতি, যন্ত্রলার ও কাঠামোর কোন প্রকার রদবদল করা হইলে নৌযানের মালিক তাহা মহা-পরিচালককে অবহিত করিবেন। এই শর্ত পালিত না হইলে অধ্যাদেশ মোতাবেক এই প্রত্যায়নপত্র বাতিল বলিয়া গণ্য হইতে পারে।

ফরম ৭

[১৫(১) বিধি দ্রষ্টব্য]

১৯৭৬ সালের আভ্যন্তরীণ নৌযান আধ্যাদেশের অধীনে নৌযান রেজিস্ট্রী এবং হস্তান্তর করিবার
আবেদনপত্র

সনীপে,

আভ্যন্তরীণ নৌযান রেজিস্ট্রীর, গণপ্রজাতন্ত্রী বাংলাদেশ সরকার। যেহেতু আমি/আমরা ১৯৭৬ সালের আভ্যন্তরীণ নৌযান আধ্যাদেশের বিধান অনুসারে বাংলাদেশে আমার/আমাদের নৌযান _____ রেজিস্ট্রী করানোর মনস্থ করিয়াছি, সেহেতু আমি/আমরা এতদ্বারা উপরোক্ত নৌযানের রেজিস্ট্রী প্রত্যয়নপত্রের জন্য আবেদন করিতেছি।

অতঃপর আমি/আমরা এই মর্মে ঘোষণা করিতেছি যে, এই আবেদনপত্রে উল্লেখিত নৌযানটি উক্ত আইনের অধীনে রেজিস্ট্রীভুক্ত হওয়ার যোগ্য, কারণ আমি/আমরা _____ এই মর্মে ঘোষণা করিতেছি যে, উক্ত নৌযানের নিম্নবর্ণিত তথ্যাদি আমার/আমাদের জ্ঞান ও বিশ্বাসমতে সঠিক :—

নাম	পরিমাণ	গ্রন্থন	প্যাভেল অথবা জু	নৌযানটি যে ব্যবসায় নিয়োজিত হইবে	ডায়

আমি/আমরা এই আবেদনপত্রে যথাযথভাবে দস্তখত করিয়া উহার সহিত নৌযান চলা-চলের সাময়িক অনুমতিপত্র সংযুক্ত করিলাম।

“২৪-বন্দর ও পোতাশ্রম (বাংলাদেশ) রেজিস্ট্রীকরণ এবং অন্যান্য ফি—আভ্যন্তরীণ
রোজ্জ্বী ফি” খাতে জমা ট্রেজারী চালান নং _____ তারিখ _____
টাকা _____ এতদসঙ্গে যুক্ত করিলাম।

স্বাক্ষর _____

তারিখ _____

ঠিকানা _____

মালিকের স্বাক্ষর।

নৌযানের পরিচয়সূচক তথ্যাদিবর্তমান রেজিষ্টার তথ্যাদি (কিছু থাকিলে)

রেজিষ্ট্রেশন নং	নৌযানের নাম	রেজিষ্ট্রীর তারিখ এবং স্থান	পূর্ববর্তী রেজিষ্ট্রী নং, তারিখ এবং স্থান (কিছু থাকিলে)

নৌযানের পূর্ণ বিবরণ

(১) ষ্টীম অথবা (২) মটর অথবা পালতোলা অথবা ডায় [(১) এবং (২) -এর ক্ষেত্রে স্ক্রু অথবা প্যাডেল কি না]	কোথায় নির্মিত	কখন নির্মিত	প্রস্তুতকারকের নাম ও ঠিকানা	প্রস্টন

নৌযানের খোলের বর্ণনা

<p>উপকরণ ডেকের সংখ্যা</p> <p>মধ্যবর্তী (১) হোল্ড সিলিং এবং উচ্চতা মেইন ডেক</p> <p>(২) মেইন ডেক এবং আপার ডেক</p> <p>(৩) আপার ডেক এবং ছাদ নৌযানের কেন্দ্রস্থল হইতে উচ্চতা (ধোয়া নির্গমনকারী নালীর নিম্নাংশ পর্যন্ত)</p> <p>বাল্ক হেডের সংখ্যা</p> <p>পানি রাখার ট্যাঙ্কের সংখ্যা এবং উহাদের মধ্যে স্বতন্ত্র লিটার পানি ধরে।</p>	<p>ফুট</p>	<p>নৌযানের অগ্রভাগ গলুই হইতে পশ্চাদভাগ গলুই পর্যন্ত দৈর্ঘ্য</p> <p>খোলের মধ্যবর্তী স্থানে বহির্ভাগের প্রস্থ</p> <p>সর্বোপরি প্রস্থ</p> <p>নৌযানের কিলের উপরিভাগ হইতে ডেক দণ্ডের মধ্যবর্তী অংশের গভীরতা</p> <p>ইঞ্জিন ঘরের দৈর্ঘ্য</p> <p>মাল পরিপূর্ণ অবস্থায় নৌযানটি কতটুকু পানিতে নিমগ্ন হয়।</p>	<p>ফুট</p>
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জল অপসারণের (Displacement) বিবরণ

<p>পরিপূর্ণ বয়লার, মালামাল, ইত্যাদিসহ কিন্তু জ্বালানী আধার খালি অবস্থায়</p> <p>মালপূর্ণ অবস্থায় নৌযানটির জলে নিমগ্ন হইবার অত্যধিক সীমা।</p>	<p>টন</p>	<p>নিমগ্ন অবস্থায় প্রতি ইঞ্চি গড়ে কত টন বহন করে</p>	<p>টন</p>
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ইঞ্জিনের বিবরণ

ইঞ্জিনের সংখ্যা	ইঞ্জিনের বর্ণনা	কোথায় নির্মিত	কখন নির্মিত	প্রযুক্তকারকের নাম ও ঠিকানা	অন্তর্দহন (internal combustion) অথবা ষ্টীম ইঞ্জিন প্রতিটি ইঞ্জিনের সিগনিভাসের সংখ্যা ও ব্যাস	বি,এইচ, অথবা এন,এইচ,পি,	পি, জাহাজের আনুমানিক গতি
১							
২							
৩	বয়লারের সংখ্যা						
১	বয়লারের বিবরণ						
২	সেকটি ভালবের ক্ষমতা						
৩							

মাল এবং যাত্রীবহন ক্ষমতার বিবরণ

মাল খেলের মাপ	মিটার	ঘনমিটার হিসাবে ক্ষমতা	সর্বাধিক যাত্রী সংখ্যা	ক	খ	গ	মন্তব্য
			আপার ডেক লোয়ার ডেক মোট				

আমরা নিম্নস্বাক্ষরকারীগণ এই মর্মে প্রত্যয়ন করিতেছি যে, নৌযানটি যথাযথভাবে জরিপ করা হইয়াছে এবং উপরোক্ত তথ্যাদি সত্য এবং যথিক্রমে নাম, বাসস্থান, বিবরণাদি নিম্নরূপ :-

নাম

বাসস্থান

ঠিকানা

বিবরণ

স্বাক্ষর
পদমর্যাদা

হস্তান্তর করিবার ঘোষণাপত্র
রেজিষ্ট্রেশন সার্টিফিকেটের পূর্ণ বিবরণ

আমি/আমরা-----মালিক এই নর্মে ঘোষণা
করিতেছি যে, নিম্নবর্ণিত নোয়ানাট-----
টাকার বিনিময়ে (নাম, ঠিকানা, পেশা)-----
-----এর নিকট
বন্ধকী/বিক্রী/লীজ/দান করিবার ইচ্ছা প্রকাশ করিতেছি।

ইহার সাক্ষী স্বরূপ (ক)-----
(খ)-----নাম ও মোহর
সংযোজিত করিয়া অদ্য-----উনিশ শত
-----তারিখে স্বাক্ষর করিতেছি।

মালিকের স্বাক্ষর ও সীল।

ফরম নং ৮

(১৬ বিধি দ্রষ্টব্য)

১৯৭৬ সালের আভ্যন্তরীণ নৌযান অধ্যাদেশের অধীনে রেজিস্ট্রেশন সার্টিফিকেট

- ১। রেজিস্ট্রেশন নং রেজিস্ট্রেশনের তারিখ ও স্থান.....
- ২। নৌযানের নাম
- ৩। মালিকের নাম ঠিকানা
- ৪। নৌযানের ধোলের বিবরণ :
 - দৈর্ঘ্য প্রস্থ গভীরতা জি বোর্ড এলাউন্স.....
 - গ্রন টন নেট টন কিসের তৈরী.....
 - ডেকের সংখ্যা বাল্ক হেডের সংখ্যা
 - কখন ও কোথায় নির্মিত
 - নির্মাতার নাম ও ঠিকানা
- ৫। ইঞ্জিনের বিবরণ :— ইঞ্জিন সংখ্যা
 - প্রস্তুতকারক
 - মডেল/ক্রমিক নং
 - কোন সালে তৈরী
 - সিলিন্ডার.....স্ট্রোক.....বোর.....
 - বি,এইচ,পি/এন,এইচ,পি.....

৬। যাত্রী পরিবহন ক্ষমতা :

পরিবহনযোগ্য যাত্রী সংখ্যা

	শান্তজলে চলাকালে		অশান্তজলে চলাকালে	
	দিবভাগে	রাত্রিকালে	দিবভাগে	রাত্রিকালে
প্রথম শ্রেণী				
দ্বিতীয় শ্রেণী				
তৃতীয় শ্রেণী				
ডেক শ্রেণী				
সর্বমোট				

৭। মাল ধারণ ক্ষমতা :-- হোল্ড পরিমাণ টন আয়তন (ঘঃমিঃ)

দৈর্ঘ্য × প্রস্থ × গভীরতা

১।

২।

৩।

তারিখ ও স্থান

আভ্যন্তরীণ নৌযান রেজিষ্ট্রার]

ফর্ম ৯

(১৮ বিধি দ্রষ্টব্য)

১৯৭৬ সালের আভাস্তরীণ নৌযান অধ্যাদেশের অধীনে রেজিস্ট্রেশন বুক

ক্রমিক নং	নৌযানের নাম	রেজিস্ট্রেশনের নম্বর, তারিখ ও স্থান	মালিকের নাম ও ঠিকানা	নৌযানের খেলের বিবরণ								
				নির্মাতার নাম ও ঠিকানা	কখন ও কোথায় নির্মিত	বৈধতা	প্রস্থ	গভীরতা	ক্রি বোর্ড এন্ট্রান্স	কি.রে তৈরী	ডেকের সংখ্যা	বালক হেল্ডের সংখ্যা
(১)	(২)	(৩)	(৪)	(৫)	(৬)	(৭)	(৮)	(৯)	(১০)	(১১)	(১২)	(১৩)

ইঞ্জিনের বিবরণ

গ্রস টন	সেট টন	ইঞ্জিন সংখ্যা	প্রস্তুতকারক	নভেল/ ক্রমিক নং	কোন সালে তৈরী	সিগনিজার	ট্রোক	বোর	বি, এইচ, পি/ এন, এইচ, পি
(১৪)	(১৫)	(১৬)	(১৭)	(১৮)	(১৯)	(২০)	(২১)	(২২)	(২৩)

পরিবহন যোগ্য যাত্রী সংখ্যা

শান্ত জলে চলাকালে				অশান্ত জলে চলাকালে			
দিবাভাগে		রাত্রিকালে		দিবাভাগে		রাত্রিকালে	
প্রথম শ্রেণী	(২৪)	প্রথম শ্রেণী	(২৮)	প্রথম শ্রেণী	(৩২)	প্রথম শ্রেণী	(৩৬)
দ্বিতীয় শ্রেণী	(২৫)	দ্বিতীয় শ্রেণী	(২৯)	দ্বিতীয় শ্রেণী	(৩৩)	দ্বিতীয় শ্রেণী	(৩৭)
মধ্যম শ্রেণী	(২৬)	মধ্যম শ্রেণী	(৩০)	মধ্যম শ্রেণী	(৩৪)	মধ্যম শ্রেণী	(৩৮)
ডেক শ্রেণী	(২৭)	ডেক শ্রেণী	(৩১)	ডেক শ্রেণী	(৩৫)	ডেক শ্রেণী	(৩৯)

মাল্য ধারণ ক্ষমতা

হোল্ড		পরিমাণ			টন			আয়তন			আভ্যন্তরীণ নৌবাহিনী কোজিপুরের দপ্তরত ও তারিখ।	
(সৈন্য X পুত্র X পত্নীরতা)	১	২	৩	হোল্ড	হোল্ড	হোল্ড	হোল্ড	হোল্ড	হোল্ড	হোল্ড		
(৪০)	(৪১)	(৪২)	(৪৩)	(৪৪)	(৪৫)	(৪৬)	(৪৭)	(৪৮)	(৪৯)	(৫০)	(৫১)	(৫২)

ফরম নং ১০

[২১(১) ও (২) বিধি দ্রষ্টব্য]

আভ্যন্তরীণ যন্ত্রচালিত নৌযানের মাষ্টার/ইনস্প্যান্ড ইঞ্জিনিয়ার/ইঞ্জিন-ড্রাইভার হিসাবে পরীক্ষার
আবেদন পত্র

আবর্তন নং

যে সনদের জন্য আবেদন করা হইতেছে

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার

১৯৮৬ সালের আভ্যন্তরীণ নৌযান অধ্যাদেশ অনুসারে

দ্রষ্টব্য :—এই ফরম মহাপরিচালকের কার্যালয় হইতে বিনামূল্যে পাওয়া যাইবে। এই পত্রের (ক), (খ), (গ), (ঘ) ও (চ) অংশসমূহ আবেদনকারী কর্তৃক পরীক্ষার জন্য পূরণ করা হইবে এবং তাহার অভিজ্ঞানপত্রসমূহ () ও পূর্ববর্তী প্রত্যায়ন পত্রসহ (যদি থাকে) এবং সার্ভিস বুক পরীক্ষক মণ্ডলীর সভাপতির নিকট অর্পণ করিতে হইবে।

(ক) আবেদনকারীর বিবরণ :

- (১) পূর্ণ নাম
- (২) পিতার নাম
- (৩) জন্ম তারিখ ও স্থান
- (৪) স্থায়ী ঠিকানা
-
- (৫) বর্তমান ঠিকানা
-

(খ) বাংলাদেশ বা অন্য কোথায় ও ইস্যুকৃত সকল পূর্ববর্তী সনদের (যদি থাকে) বিবরণ :

শ্রেণি	কোথায় ইস্যুকৃত	ইস্যুর তারিখ	কখনও সাময়িকভাবে স্থগিত বা বাতিল হইয়া ছিল কি? কোন আদালত বা কর্তৃপক্ষ কর্তৃক	তারিখ	কারণ

(গ) পূর্ববর্তী পরীক্ষায় যদি আবেদনকারী অকৃতকার্য হইয়া থাকেন তাহা হইলে তিনি কখন ও কোথায় কৃতকার্য হইয়াছেন, তাহা তিনি এখানে অবশ্যই উল্লেখ করিবেন :

প্রচেষ্টা	তারিখ	স্থান

(ঘ) আবেদনকারী এই ঘোষণা করিবেন :

আমি এতদ্বারা ঘোষণা করিতেছি যে, এই ফরমের (ক), (খ), (গ) ও (চ) অংশসমূহে বর্ণিত বিবরণ সমূহ আমার জানা ও বিশ্বাসমতে সঠিক ও সত্য এবং (চ) অংশে উল্লেখিত ও এই ফরমের সহিত প্রেরিত কাগজপত্রাদি সত্য ও যথার্থ দলিল এবং এইগুলি সেই সকল ব্যক্তিগণের দ্বারা প্রদত্ত ও স্বাক্ষরিত হইয়াছে, যাহাদের নাম এইগুলিতে দেখা যাইতেছে। আমি আরও ঘোষণা করিতেছি যে, (চ) বিবরণীতে আমার চাকুরীর সামগ্রিক ও সম্পূর্ণ বর্ণনা সত্য ভাবে ও সঠিকরূপে দেওয়া হইয়াছে।

আমি এই ঘোষণাকে সত্য বলিয়া বিশ্বাস করিয়াই সজ্ঞানে নিম্নে স্বাক্ষর করিতেছি।

ঢাকা/চট্টগ্রাম, তারিখ অদ্য.....১৯.....সন।

পরীক্ষকমণ্ডলীর সভাপতির উপস্থিতিতে স্বাক্ষরিত।

.....
আবেদনকারীর স্বাক্ষর

(ঙ) পরীক্ষকমণ্ডলীর সভাপতি হইতে মহাপরিচালক বরাবরে :

উপরোক্ত (ঘ) অংশের ঘোষণা আমার উপস্থিতিতে স্বাক্ষরিত হইয়াছিল এবং টাকা কি বাংলাদেশ ব্যাংকের মাধ্যমে গ্রহণ করা হইয়াছিল।

ঢাকা/চট্টগ্রাম, তারিখ অদ্য.....১৯... সন।

সভাপতি
পরীক্ষকমণ্ডলী।

(চ) অভিজ্ঞাপত্রসমূহের তালিকা এবং সমুদ্রপথে বা নৌযানে চাকুরী করার বিবরণী:

অভিজ্ঞান পত্রের নম্বর (যদি থাকে)	নৌযানের নাম	বি, এইচ, পি / এন, এইচ, পি	কোন বঙ্গর রেজিস্ট্রীকৃত ও নৌযানের রেজিস্ট্রী নং	নিরোজিত পদবী	স্বাক্ষর হওয়ার তারিখ	শেষ হওয়ার তারিখ
১	২	৩	৪	৫	৬	৭

আবেদনকারীর চাকুরী			নৌযানটি যে ব্যব- সায় নিরোজিত	মন্তব্য	সত্যতা প্রতিপাদন- কারীর অনুস্বাক্ষর
বৎসর	মাস	দিন			
৮	৯	১০	১১	১২	১৩

নৌযানে মোট চাকুরী

যে চাকুরীকালের (time served) জন্য এখন
প্রত্যাহনপত্রসমূহ পেশ করা হইতেছে.....

যে চাকুরীকালের (time served) জন্য কোন
প্রত্যাহনপত্র পেশ করা হইতেছে না.....

(ছ) পরীক্ষকের জন্য প্রত্যায়নপত্র

দ্রষ্টব্য : এই ফরমের (ছ) ও (জ) অংশসমূহ পরীক্ষকগণ পূরণ করিবেন এবং সকল ক্ষেত্রেই ইহাকে স্বাক্ষরীয় সম্ভব মহাপরিচালক বরাবরে প্রেরণ করিবেন। যদি আবেদনকারী পাশ করেন, তাহা হইলে তাহার অভিজ্ঞানপত্রসমূহ ও পূর্ববর্তী প্রত্যায়নপত্র (যদি থাকে) এই ফরমের সহিত অবশ্যই মহাপরিচালকের অফিসে প্রেরণ করিবেন। নূতন প্রত্যায়নপত্র এবং অভিজ্ঞানপত্রসমূহ (খ) আবেদনকারীকে অর্পণ করা হইবে।

পরীক্ষাসমূহের তারিখ ও স্থান		যে পদের জন্য পাশ হইয়াছে
তারিখ	স্থান	

(জ) আবেদনকারীর দৈহিক বর্ণনা :

উচ্চতা		গাত্রবর্ণ	দৈহিক চিহ্ন বা বিশেষত্ব (যদি থাকে)	চুলের রং	চোখের রং
ফুট	ইঞ্চি				

আমরা এতদ্বারা প্রত্যায়ন করিতেছি যে, (ছ) ও (জ) অংশসমূহে বর্ণিত বিবরণসমূহ সত্য। এই ফরম ও অভিজ্ঞানপত্রসমূহ মহাপরিচালকের নিকট প্রেরণ করা হইতেছে।

তারিখ.....১৯.....

পরীক্ষকগণের স্বাক্ষর

.....সভাপতি

.....

.....সদস্য

.....

.....সদস্য

.....

মহাপরিচালক বরাবরে।

FORM XI

AFLOAT SERVICE TESTIMONIAL

I certify that the following is a full and true statement of the afloat service performed by Mr. _____
 _____ s/o. _____
 on board the inland ship _____ Registration No. _____
 _____ of BHP/NHP _____.

Period of service dates.					Rank
From	To	Years	Months	Days	
	Total	..			

Report as to ability _____
 Report as to conduct _____
 Report as to sobriety _____
 Date of birth _____

Signature of Owner.
(Stamp).

Remarks (if any) _____

*Please insert appropriate ranks as below :

- (a) In charge Master;
- (b) Second Master ;
- (c) Helmsman/Sukhani ;
- (d) Lascar.

ফর্ম ১২

[২১ (১) বিধি দ্রষ্টব্য]

নাবিকের ছবি
নাবিকের দস্তখত ও সীল

নাবিকদের চাকুরীর

সত্যায়িত বিবরণ

নাম :
পিতার নাম :
জন্ম তারিখ :
গ্রাম :
পো :
খানা :
জিলা :
যোগ্যতা প্রমাণ পত্রের শ্রেণী, নং ও জারীর তারিখ :
(যদি থাকে)
সনাক্ত চিহ্ন :
নাবিকের দস্তখত :
নাবিকের দস্তখত :

নৌযানের নাম।	রেজিস্ট্রেশন নম্বর।	বি, এইচ, পি/এন, এইচ পি,	পদবী।

নিয়োগের তারিখ	অব্যাহতির তারিখ	আচরণ	দক্ষতা	মালিকের দস্তখত ও সীল

গার্ডিয়ান বা ইনস্পেক্টর-এর দস্তখত।	পরিদর্শনের তারিখ।

FORM 13

[২১(২) বিধি প্রকটক]

AFLOAT SERVICE TESTIMONIAL

I certify that the following is a full and true statement of the afloat service performed by Mr. _____
 s/o. _____
 on board the inland ship _____ Registration No. _____

Period of service dates.					Rank.	Type of main engines and boilers, single or twin screw N.H.P. or B.H.P. Rating.
From	To	Year	Month	Days		
	Total					

Report as to ability _____

Report as to conduct _____

Report as to sobriety _____

Date of birth _____

Signature of Owner.
 (Stamp)

Remarks (if any) _____

*Please insert appropriate ranks as below :

- (a) Greaser/Oilman ;
- (b) Chief Greaser/Principal Tindal/Serang ;
- (c) Second Driver ;
- (d) In-charge Driver.

ফরম ১৪

(৪২ বিধি দ্রষ্টব্য)

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

Government
Monogram

No. -----

CERTIFICATE OF COMPETENCY

AS

FIRST CLASS MASTER

Under Inland Shipping Ordinance, 1976 (LXXII of 1976)

This certificate of competency is granted to.....
who has been found duly qualified after examination to fulfil the duties of
FIRST CLASS MASTER OF AN INLAND SHIP to ply in Bangladesh,
except within the Port of Chittagong/Chalna and its their approaches.

Dated this day of 19

CHAIRMAN

*Board of Examiners
for
Inland Masters.*

DIRECTOR-GENERAL

*Department of Shipping,
Government of the People's
Republic of Bangladesh.*

No. of certificate.....
Bearer

Son ofReligion

Date* and place of birth showing village, thana and district.....
.....

Residence showing village, thana and district.....
.....

Height

ComplexionColour of hair.....

Colour of eyes.....

Personal description stating particularly any permanent mark or scars.
.....

Signature.....

This certificate is granted upon an examination passed on.....
day of19.....
held at.....
Issued at Dhaka on the.....day of.....19..



DIRECTOR-GENERAL
Department of Shipping,
Government of the People's Republic
of Bangladesh.

*If not known exactly must be stated on the best information of evidence available.

Note.—Any Master who fails to deliver up a certificate which has been cancelled or suspended is liable to a penalty under section 65 of the Ordinance.

ENDORSEMENTS OF ADDITIONAL QUALIFICATIONS

সংস্করণ ১৪

(৪২ বিধি প্রক্টব্য)

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

Government
Monogram

No.

CERTIFICATE OF COMPETENCY
AS
SECOND CLASS MASTER

Under Inland Shipping Ordinance, 1976 (LXXII of 1976)

This certificate of competency is granted to.....
who has been found duly qualified after examination to fulfil the duties of
SECOND CLASS MASTER OF AN INLAND SHIP having engines of not
exceeding 600 brake horse power, to ply in Bangladesh, except within the Port
of Chittagong/Chalna and its/their approaches.

CHAIRMAN

*Board of Examiners
for
Inland Masters,*

DIRECTOR-GENERAL

*Department of Shipping,
Government of the People's
Republic of Bangladesh,*

No. of certificate

Bearer

Son of Religion

Date* and place of birth showing village, thana and district.....
.....

Residence showing village, thana and district.....
.....

Height.....

Complexion..... Colour of hair

Colour of eyes.....

Personal description, stating particularly any permanent mark or scars.....
.....

Signature.....

This certificate is granted upon an examination passed on.....
day of19.....

held at

Issued at Dhaka on theday of19.....



*Director-General,
Department of Shipping,
Government of the People's Republic of
Bangladesh.*

*If not known exactly must be Stated on the best informat.on of evidence available.

Note.—Any Mester who fails to deliver up a certificate which has been cancelled or suspended is liable to a penalty under section 65 of the Ordinance.

ENDORSEMENTS OF ADDITIONAL QUALIFICATIONS

ফরম ১৪

(৪২ বিধি দ্রষ্টব্য)

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

Government
Monogram

No.

CERTIFICATE OF COMPETENCY

AS

THIRD CLASS MASTER

Under Inland Shipping Ordinance, 1976 (LXXII of 1976)

This certificate of competency is granted to.....
.....who has been found duly qualified after examination
to fulfil the duties of **THIRD CLASS MASTER OF AN INLAND SHIP**
having engines of not exceeding 250 brake horse power to ply in Bangladesh
except within the Port of Chittagong/Chalna and its/their approaches.

CHAIRMAN

*Board of Examiners
for
Inland Masters.*

DIRECTOR-GENERAL

*Department of Shipping,
Government of the People's
Republic of Bangladesh.*

Registered at the office of Director-General, Department of Shipping, Dhaka.

al, Department

No. of certificate

Bearer

Son of Religion

Date* and place of birth showing village, thana and district.....

.....

Residence showing village, thana and district.....

.....

Height.....

Complexion..... Colour of hair

Colour of eyes.....

Personal description, stating particularly any permanent mark or scars.....

.....

Signature.....

This certificate is granted upon an examination passed on.....

day of19.....

held at

Issued at Dhaka on theday of19.....



*Director-General,
Department of Shipping,
Government of the People's Republic of
Bangladesh.*

*If not known exactly must be stated on the best information of evidence available.

Note.—Any Master who fails to deliver up a certificate which has been cancelled or suspended is liable to a penalty under section 65 of the Ordinance.

ENDORSEMENTS OF ADDITIONAL QUALIFICATIONS

ফরম ১৪

(৪২ বিধি দ্রষ্টব্য)

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

Government
Monogram

No.

CERTIFICATE OF COMPETENCY

AS

INLAND ENGINEER OF INLAND SHIP (MOTOR)

Under Inland Shipping Ordinance, 1976 (LXXII of 1976)

This certificate of competency is granted to.....

.....

who has been found duly qualified after examination to fulfil the duties of an
INLAND ENGINEER OF AN INLAND SHIP (MOTOR).

Dated this day of 19

CHAIRMAN

Board of Examiners

for

Inland Engineers and Engine-

Drivers.

DIRECTOR-GENERAL

Department of Shipping

Government of the People's

Republic of Bangladesh.

Registered at the office of Director-General, Department of Shipping, Dhaka.

No. of certificate.....
Bearer

Son ofReligion

Date* and place of birth showing village, thana and district.....
.....

Residence showing village, thana and district.....
.....

Height

ComplexionColour of hair.....

Colour of eyes.....

Formal description stating particularly any permanent mark or scars
.....

Signature.....

This certificate is granted upon an examination passed on.....
day of19.....
held at.....
Issued at Dhaka on the.....day of.....19



Director-General
Department of Shipping
Government of the People's Republic
of Bangladesh.

*If not known exactly must be stated on the best information of evidence available.

Note.—Any Inland Engineer who fails to deliver up a certificate which has been cancelled or suspended is liable to a penalty under section 65 of the Ordinance.

ENDORSEMENTS OF ADDITIONAL QUALIFICATIONS

ফরম ১৪

(৪২ বিধি দ্রষ্টব্য)

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

Government
Monogram

No.

CERTIFICATE OF COMPETENCY

AS

FIRST CLASS ENGINE DRIVER OF INLANDSHIP (MOTOR)

Under Inland Shipping Ordinance, 1976 (LXXII of 1976)

This certificate of competency is granted to.....

.....
who has been found duly qualified after examination to fulfil the duties of
an FIRST CLASS ENGINE-DRIVER OF AN INLAND SHIP (MOTOR),
having engines of less than 965 brake horse power.

Dated this day of 19

CHAIRMAN

Board of Examiners

for

Inland Engineers and Engine-
Drivers.

DIRECTOR-GENERAL,

Department of Shipping,
Government of the People's
Republic of Bangladesh.

Registered at the office of Director-General, Department of Shipping, Dhaka:

No. of certificate.....
Bearer

Son of Religion

Date* and place of birth showing village, thana and district.....
.....

Residence showing village, thana and district.....
.....

Height

Complexion Colour of hair.....

Colour of eyes.....

Formal description, stating particularly any permanent mark or scars

Signature.....

This certificate is granted upon an examination passed on.....
day of19.....
held at

issued at Dhaka on the..... day of.....19.....



DIRECTOR GENERAL
Department of Shipping,
Government of the People's Republic
of Bangladesh.

*If not known exactly must be stated on the best information of evidence available.

Note.—Any Engine Driver who fails to deliver up a certificate which has been cancelled or suspended is liable to a penalty under section 65 of the Ordinance.

ENDORSEMENTS OF ADDITIONAL QUALIFICATIONS

সংখ্যা ১৪

(৪২ বিধি দ্রষ্টব্য)

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

Government
Monogram

No.

CERTIFICATE OF COMPETENCY

AS

SECOND CLASS ENGINE DRIVER OF INLANDSHIP (MOTOR)

Under Inland Shipping Ordinance 1976 (LXXII of 1976)

This certificate of competency is granted to.....
.....who has been found duly qualified
after examination to fulfil the duties of a SECOND CLASS ENGINE-DRIVER
OF AN INLANDSHIP (MOTOR), having engines of less than 226 brake
horse power.

Dated thisday of19.....

CHAIRMAN

Board of Examiners

for

Inland Engineers and Engine-Drivers.

DIRECTOR-GENERAL,

*Department of Shipping
Government of the People's
Republic of Bangladesh.*

Registered at the office of Director-General, Department of Shipping, Dhaka.

No. of certificate.....
Bearer
Son ofReligion
Date* and place of birth showing village, thana and district.....
.....
Residence showing village, thana and district.....
.....
Height
Complexion Colour of hair
Colour of eyes
Formal description, stating particularly, any permanent mark or scars
.....

Signature.....

This certificate is granted upon an examination passed on.....
day of19.....
held at.....
Issued at Dhaka on the.....day of.....19.....



DIRECTOR-GENERAL
Department of Shipping,
Government of the People's Republic
of Bangladesh.

*If not known exactly must be stated on the best information of evidence available.
Note.—Any Engaine-Driver who fails to deliver up a certificate which has been cancelled or suspended is liable to a penalty under section 65 of the Ordinance.

ENDORSEMENTS OF ADDITIONAL QUALIFICATIONS

ফরম ১৪

(৪২ বিধি দ্রষ্টব্য)

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

Government
Monogram

No.

CERTIFICATE OF COMPETENCY

AS

THIRD CLASS ENGINE-DRIVER OF INLANDSHIP (MOTOR)

Under Inland Shipping Ordinance, 1976 (LXXII of 1976)

This certificate of competency is granted to.....

.....
who has been found duly qualified after examination to fulfil the duties of
THIRD CLASS ENGINE-DRIVER OF AN INLANDSHIP (MOTOR), having
engines of not more than 150 brake horse power.

Dated this day of 19

CHAIRMAN

Board of Examiners

for

Inland Engineers and Engine-
drivers.

DIRECTOR-GENERAL,

Department of Shipping,
Government of the People's
Republic of Bangladesh.

Registered at the office of Director-General, Department of Shipping, Dhaka.

No. of certificate.....

Bearer

Son of Religion

Date* and place of birth showing village, thana and district.....

Residence showing village, thana and district.....

Height

Complexion Colour of hair.....

Colour of eyes.....

Formal description* stating particularly any permanent mark or scars.....

Signature.....

This certificate is granted upon an examination passed on.....

day of19.....

held at.....

Issued at Dhaka on the.....day of.....19..



DIRECTOR-GENERAL
Department of Shipping,
Government of the People's
Republic of Bangladesh.

*If not known exactly must be stated on the best information of evidence available.

Note.—Any Engine-Driver who fails to deliver up a certificate which has been cancelled or suspended is liable to a penalty under section 65 of the Ordinance.

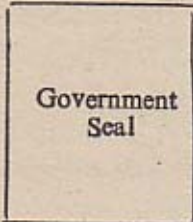
ENDORSEMENTS OF ADDITIONAL QUALIFICATIONS

FORM XIV

See rule 42 (2)

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

DEPARTMENT OF SHIPPING



No.

LICENCE TO ACT AS A FIRST CLASS MASTER

Under Section 38 of the Inland Shipping Ordinance, 1976
(LXXII of 1976)

This Licence is granted to.....
.....who holds certificate of competency
No.....as Second Class (Master) and fulfils the
requirements under section 38 to act as a First Class Master on an inland
ship under section 43(1).

This Licence shall remain in force until the.....
day of 19.....

DIRECTOR GENERAL,
Department of Shipping,
Government of the People's Republic of
Bangladesh.

Dated, Dhaka.....

Registered at the office of Director-General, Department of Shipping, Dhaka.

FORM XIV

See rule 42 (2)

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH
DEPARTMENT OF SHIPPING



No.

LICENCE TO ACT AS INLAND ENGINEER (MOTOR)

Under Section 38 of the Inland Shipping Ordinance, 1976 (LXXII of 1976)

This Licence is granted to
.....who holds certificate of competency
No..... as First Class Engine-Driver (Motor) and fulfil the require-
ments under section 38 to act as an Inland Engineer on an inlandship
under section 43(4).

This Licence shall remain in force until the day of19.....

DIRECTOR-GENERAL,
Department of Shipping,
Government of the People's
Republic of Bangladesh.

Dated, Dhaka.....

Registered at the office of Director-General, Department of Shipping, Dhaka,

ফরম ১৪

(৪২ বিধি দ্রষ্টব্য)

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

Government
Monogram.

No.

CERTIFICATE OF COMPETENCY

AS

INLAND ENGINEER OF INLANDSHIP (STEAM)

Under Inland Shipping Ordinance, 1976 (LXXII of 1976)

This certificate of competency is granted to.....

.....
who has been found duly qualified after examination to fulfil the duties of an
INLAND ENGINEER OF AN INLANDSHIP (STEAM).

CHAIRMAN,

*Board of Examiners
for
Inland Engineers and Engine-Drivers.*

DIRECTOR-GENERAL,

*Department of Shipping,
Government of the People's
Republic of Bangladesh.*

Registered at the office of Director-General, Department of Shipping, Dhaka.

No. of certificate.....
Bearer
Son ofReligion
Date* and place of birth showing village thana and district.....
.....
Residence showing village, thana and district.....
.....
Height
ComplexionColour of hair.....
Colour of eyes.....
Formal description, stating particularly any permanent mark or scars.....
.....

Signature.....

This certificate is granted upon an examination passed on.....

day of 19.....

held at.....

Issued at Dhaka on the..... day of..... 19.....



DIRECTOR GENERAL,
Department of Shipping,
Government of the People's Republic of
Bangladesh.

*If not known exactly must be stated on the best information of evidence available.

Note.—Any Engine Driver who fails to deliver up a certificate which has been cancelled or suspended is liable to a penalty under section 65 of the Ordinance.

ENDORSEMENTS OF ADDITIONAL QUALIFICATIONS

ফরম ১৪

(৪২ বিধি প্রক্টব্য)

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

Government
Monogram

No.

CERTIFICATE OF COMPETENCY

AS

FIRST CLASS ENGINE-DRIVER OF INLANDSHIP (STEAM)

Under Inland Shipping Ordinance, 1976 (LXXII of 1976)

This certificate of competency is granted to.....
..... who has been found duly qualified
after examination to fulfil the duties of a **FIRST CLASS ENGINE-DRIVER OF
AN INLANDSHIP (STEAM)**, having engines of less than 265 nominal horse
power.

Dated this day of 19.....

CHAIRMAN

*Board of Examiners
for*

Inland Engineers and Engine-Drivers.

DIRECTOR-GENERAL

*Department of Shipping,
Government of the People's
Republic of Bangladesh*

Registered at the office of the Director-General, Department of Shipping, Dhaka

No of certificate.....
Bearer

Son ofReligion

Date* and place of birth showing village, thana and district.....
.....

Residence showing village, thana and district.....
.....

Height

Complexion Colour of hair

Colour of eyes.....

Formal description, stating particularly any permanent mark or scars.....
.....

Signature.....

This certificate is granted upon an examination passed on.....
day of19....
held at.....
Issued at Dhaka on the.....day of.....19....



DIRECTOR-GENERAL
Department of Shipping,
Government of the People's Republic
of Bangladesh.

*If not known exactly must be stated on the best information of evidence available.

Note.— Any Engine Driver who fails to deliver up a certificate which has been cancelled or suspended is liable to a penalty under section 65 of the Ordinance.

ENDORSEMENTS OF ADDITIONAL QUALIFICATIONS

ফরম ১৪

(৪২ বিধি দ্রষ্টব্য)

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

Government
Monogram

No.

CERTIFICATE OF COMPETENCY

AS

SECOND CLASS ENGINE DRIVER OF INLANDSHIP (STEAM)

Under Inland Shipping Ordinance, 1976 (LXXII of 1976)

This certificate of competency is granted to.....

.....
who has been found duly qualified after examination to fulfil the the duties
of a **SECOND CLASS ENGINE-DRIVER OF AN INLAND SHIP (STEAM)**,
having engines of less than 40 nominal horse power.

Dated this day of 19 —

CHAIRMAN

*Board of Examiners
for
Inland Engineers and
Engine-Drivers.*

DIRECTOR-GENERAL

*Department of Shipping,
Government of the People's
Republic of Bangladesh.*

Registered at the offices of Director-General, Department of Shipping, Dhaka.

No. of certificate

Bearer

Son of Religion

Date* and place of birth showing village, thana and district.....
.....

Residence showing village, thana and district.....
.....

Height.....

Complexion..... Colour of hair

Colour of eyes.....

Formal description, stating particularly any permanent mark or scars

.....

Signature.....

This certificate is granted upon an examination passed on.....
day of19.....

held at

Issued at Dhaka on theday of19.....



DIRECTOR GENERAL
*Department of Shipping,
Government of the People's Republic of
Bangladesh.*

*If not known exactly must be stated on the best information of evidence available.

Note.— Any Engine-Driver who fails to deliver up a certificate which has been cancelled or suspended is liable to a penalty under section 65 of the Ordinance.

ENDORSEMENTS OF ADDITIONAL QUALIFICATIONS

By order of the President

EKRAM HOSSAIN

Secretary.

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