

**GOVERNMENT OF ORISSA**

**DRAFT  
ORISSA BOAT RULES, 2002**

## **INTRODUCTION**

Boat accidents are so common that it has become almost a universal issue to find out ways and means to ensure the safety of those travelling by country boats. Most of the boats are open and hardly have any space excepting the minimum required to carry men and materials. The boat designs are all traditional; different in different areas and the transfer of technology or craftsmanship is almost a father to son affair. The introduction of well designed Glass Reinforced Plastic Country boats with built-in buoyancy tanks has met with success in some urban areas. The cost involved is so prohibitive that it is beyond the means of the ordinary boatmen. Wooden country boats with traditional designs are destined to continue for quite some time to come. It is therefore, necessary to exercise control over the country boats so that they are kept as far as practicable, roadworthy and provide a safe means of communication. The introduction of such safety rules that are made for the seagoing Vessels are not warranted in case of traditional boats. The country boats normally ply in very shallow waters hardly any distance from the banks. Compulsory provision of life jackets to keep men floating in the water for 24 hours is not a practical solution to ensure the safety of life in country boats, as firstly most of the boats have no space to store them and secondly the boats can reach the shore or safer places in few minutes time. Few lifeboats of floats and experienced crew can render real help in case of normal accidents. It is however essential to ensure that the boats are maintained in good condition. Making the boats subject to annual inspections can only do this. It is also necessary to ensure that the boats have ample reserve buoyancy. Their dimensions have to be measured. Tonnage, Cargo and Passenger carrying capacity has to be correctly assessed. The free board has to be determined for marking the loadline, which shall be submerged on any occasion. The minimum crew required to handle the boats has to be stipulated and the minimum safety equipment to be carried has to be specified. All these measures will certainly make the boats safer. Such measures can only be implemented when the boats are registered and licensed.

The registration and licensing of country boats help requisitioning them for rescue purposes in case of nature calamities like floods and tidal waves. The Northern India Ferries Act 1878 is in force in the Western districts, the Bengal Ferries Act 1885 is in force in the Northern districts whereas the Madras Canals and public Ferries Act 1890 is in force in the Southern districts. The Madras canals and public Ferries Act 1890 provides for the registration and licensing of not only country boats but also Mechanized boats. The Northern India Ferries Act 1878 provides in its section 12 and 19 for making rules for the maintenance of boats in good condition. Sections 15 and 22 of the Bengal Ferries Act are almost identical to those of the Northern India Ferries Act. Since all these three Acts are in force in the state, common draft rules have been made for the consideration of Government.

In framing the present rules all the safety factors have been taken into consideration. The insurance of country boats carrying passengers and fitted with outboard engines has been made compulsory. All such boats under these rules are required to take up hull insurance policies with an endorsement to include personal Accident Cover at Rs.10,000/- per head for unnamed persons, limited to the total carrying capacity of the boat and the crew. The premium should be around Rs. 10/-

per head and considered reasonable and within the means of such boats owners who can afford investing on the purchase of the imported outboard engines.

The coastal districts of Balasore, Cuttack and Puri are more vulnerable to floods and cyclones. The numerous tidal creeks in these areas make it possible to reach the remote rural areas only by boats. More than 80% of the total boats in the state are to be found in these three coastal districts where the Bengal Ferries Act 1885 is in force. Penalties and Criminal procedure prescribed in the Bengal Ferries Act 1885 and the Northern Indian Ferries Act can be made applicable and the relevant Section has been incorporated in these rules.

These rules are not applicable to Mechanized boats, which are to be registered under the Inland Vessels Act 1917.

## NOTIFICATION

In exercise of the powers conferred by Sections 12 and 19 of the Northern India Ferries Act 1878 (Act 17 of 1878) ; Sections 15 and 22 of the Bengal Ferries Act 1885(Bengal Act of 1885) and 16 of the Canals and Public Ferries Act, 1890 (Madras Act No.II of 1890) the State Government do hereby make the following rules to regulate Boat traffic by public and private ferries and for the maintenance of such boats in good condition, namely :-

### 1. **Short Title and Commencement:**

(1)These rules may be called the Orissa Boat Rules 2002.

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

### 2. **Definitions:**

In these rules, unless the context otherwise requires:

- a) "Boat" means water craft of less than thirty feet length, called by whatever name like Bhut Bhuti, long tail drive etc. including mechanically propelled vessels driven by less than twenty British Horse power Engine.
- b) "Passenger boat" means any boat which ordinarily carries persons other than the "Tindal or "Manjhi" or the boatman in charge and the crew.  
"Boat Surveyor" means a person appointed as such by the State Government,
- c) "Cargo boat" means any boat, which ordinarily carries all kinds of movable or personal property including animals.  
"Registration Officer" means the Assistant Director Inland Water Transport having jurisdiction in the area;
- d) "Class I boats" means barges or flots constructed of iron or wood or F.R.P. or Ferro-Cement, ship shape and with straight keel;
- e) "Class II boats" means open country boats, usually called Malingees, or Kosalis or Patlas or Kathuas or Chilika Navs or Dongas;
- f) "Form" means a Form appended to these rules;
- g) "Out Board Motor" means engine used to move the boat mechanically and includes longtail and such other devices.

### **Licensing of Cargo and Passenger Boats:**

3. No person shall whether as owner or as servant shall ply a boat to carry goods or passengers whether for hire or not or whether regularly or occasionally in the rivers, canals, lakes and reservoirs,
  - a) unless the boat has been registered as required under these rules and granted a license in Form - III and
  - b) unless the letter specified in Appendix-A appended to these rules indicating the place of registration followed by the registration number assigned is painted on both sides of the boat in white figures not less than 15 cms. in height and 2 cms breadth.

### **Application for Registration:**

4. (1) Every application for registration of a boat shall be made in writing to the Registration Officer and shall contain particulars of the owners name and address, the name of the "Tindal" or "Manjhi" in charge, the number of the crew, the description and tonnage of the boat and in case of a passenger boat, the number of passenger the boat can safely carry.  
  
(2) The applicant shall produce the boat at such time and place as the Registration officer shall direct.  
  
(3) On receiving the application for registration of a boat, the Registering Officer shall direct the Boat Surveyor to measure the boat as required under rule 23 of these rules and shall enter the particulars in the Book of Registry to be maintained in Form I on payment of fees specified in Rule 32. A certificate of Registration in Form II shall be supplied to the owners.

### **Transfer of Ownership:**

5. Every transfer of ownership shall be notified to the Registration Officer in writing and the certificate of Registration for endorsement alongwith the fees prescribed under Rule 32 shall accompany such notification.

### **Cancellation of Registration:**

6. The Registered number of a boat shall remain in force as an identification number throughout the whole working life of the boat unless:-
  - a) it is cancelled at the request of the owner;
  - b) the boat remains unlicensed for a period of two years;

- c) the boat is declared unfit for further service by the Boat Surveyor;
- d) the number cut on the boat is obliterated;

**Load Line to be marked:**

- 7. Every class-I boat having a registered tonnage exceeding 10 tons shall have her load line indicated by a conspicuous mark cut into the hull of the boat and painted white on dark ground. The owners in the presence of the boat surveyor shall make this mark at the time of Registration.

**Application for Licensing Boats:**

- 8. (1) Every application for the licencing of a Class-I boat shall be made in writing to the Boat Surveyor and shall be signed by the owner and shall state the residential address of the owner, the name of the tindal in charge, the number of the crew and the description and tonnage of the boat. If the boat has been previously licensed the previous number shall also be stated.  
  
(2) The applicant shall produce the boat at such time and place as the boat surveyor shall direct for the purpose of licensing the boat.

**Conditions of License for Boats:**

- 9. No license shall be granted in respect of any boat until such boat has been surveyed by the Boat surveyor and he has satisfied himself that the following conditions are fulfilled, namely:-
  - a) that the boat is in good condition and is suitable for the conveyance of cargo, passenger's etc., and complies with these rules,
  - b) that the tonnage of the boat is ascertained in the manner prescribed under sub-rule(2) of rule 23 of these rules;
  - c) that the number of crew required for safe navigation of such boat is in accordance with the scale prescribed under rules 24 and 25 of these rules;
  - d) that such boat is provided with adequate appliances for the pumping or bailing out or otherwise getting rid of bilge water and with serviceable ground tackle and other equipment necessary for safe navigation;
  - e) that in case of Class-I boats, the freeboard of the boat when fully loaded is ascertained in the manner prescribed in sub-rule(5) of Rule 23 of these rules; and
  - f) that the boat is fitted with a caboose or fireplace in a suitable position.

**Issue of license to a boat:**

10. If the conditions enumerated in Rules 8 and 9 are satisfied and necessary payment of fees as prescribed in Rule 32 of these rules has been made, the boat surveyor shall:-
- a) issue to the owner a license in duplicate, which shall contain the particulars of the boat, and the name of the tindal or manjhi in charge, in Form III. In case of Class-II boats the license need only be issued in original;
  - b) cause the necessary particulars relating to the boat to be entered in the registry of boats; and
  - c) cause to be painted, on both sides of the boat, the number assigned in the license to such boat, preceded by the letter specified in Appendix-A appended to these rules.

**Duration of License:**

11. Every license granted under these rules shall continue in force for a period of one year from the date on which it is granted unless it is revoked under the provisions of these rules.

**License not Transferable:**

12. No license granted under these rules is transferable.

**Application for renewal of Boat licenses:**

13. (1)Application for the renewal of a license for a Class-I boat may be made by the owner or his authorised agent in writing to the boat surveyor. The boat surveyor may at his discretion before renewing the license require the boat to be produced for examination; and if he is of the opinion that the vessel satisfies the conditions specified under rule 9, may renew the license for a period of one year for which a fee shall be payable in accordance with the scale prescribed under rule 32.

(2)Application for the renewal of a license for a Class –II boat shall be made in person by the owner or manjhi of the boat.

(3)If the owner, agent, tindal or manjhi fails to make application for the renewal of license for the boat within a month from the date of expiry of the old license he shall be charged license fees at double the rates.

**License to be produced on demand:**

14. Every licensed boat when plying shall carry on board its license which shall be produced when required by the police or any officer duly authorized by the

Collector or the registering officer or the Boat Surveyor and shall be delivered in duplicate in case of Class-I boats on the expiry or other determination of the license. In case of a passenger boat the license shall be produced when required by any passenger for inspection.

**Unlicensed Boat:**

15. If the manjhi of a boat fails to produce the license as required under rule 14, the boat may be treated as an unlicensed boat unless satisfactory explanation is given to the registration officer or in his absence to the Boat Surveyor.

**Resurvey:**

16. The collector may, at any time, order a licensed boat to be resurveyed without any charge to the owners.

**Boats to be in charge of a licensed Tindal or Manjhi:**

17. No boat shall be allowed to ply unless it is in charge of a tindal or manjhi licensed and registered by the Boat Surveyor. The Tindals or Manjhis required to be licensed in Form-IV shall only be issued at the time when the boat is being licensed on payment of fees prescribed under rule 32. The Boat Surveyor shall maintain register of licensed tindals in Form-V. Any tindal or manjhi newly placed in charge of a boat shall himself apply to the Boat Surveyor for a license and shall produce at the same time the license of the boat of which he is newly placed in charge.

**Revocation of License:**

18. The license granted to any boat may be revoked:-
  - a) Whenever the boat is in the opinion of the Boat Surveyor unfit for the purpose for which it is licensed;
  - b) Whenever any breach of the conditions of the license or the rules has been committed by the owner or his agent or by any tindal or manjhi in charge of the boat;
  - c) At any time the collector may deem fit for good and sufficient reasons.

**Duplicate License:**

19. If any subsisting license granted in respect of a boat is lost, the registering officer on the application of owner or agent of such boat, may issue a duplicate of the original license for which a fee shall be payable in accordance with the scale prescribed in rule 32.

**Boats are not to be loaded so as to submerge the mark indicating the load water line:**

20. The owner or his agent, or the tindal or manjhi in charge of any licensed cargo boat shall not permit such boat to be loaded so as to submerge the mark indicating the load water line.

**Action to be taken when accident occurs on board a licensed boat:**

21. (1)Whenever any accident causing serious hurt to any person or material damage to any property occurs on board of, or by means of any boat, the tindal or manjhi in charge shall at once proceed to the nearest police station and report the circumstances connected with the accident to the officer in charge of the power station. He shall also report to the Boat Surveyor.

(2)In case of sinking of boat due to accidents or otherwise the boat owner/operating personnel shall immediately report the matter to the concerned authority/ police. The boat owner shall also take immediate steps within a reasonable time for salvaging the boat.

(3)In case of his failure to salvage the boat the authorities concerned shall take immediate steps for its salvage and the expenses incurred therefor shall be recovered from the boat owner within a specified time frame under the provisions of the Orissa Public Demands Recovery Act, 1962.

**Pumping out of bilge water from boats:**

22. All bilge water shall be pumped or bailed out or got rid of from a boat as often as possible for safe navigation.

**Measurement of the boats:**

23. (1)Length of a boat shall be measured in Meters from the inside of the stem post to the inside of the sternpost;

(2)The breadth shall be measured in Meters from side to side, inside the ceiling plank, under the deck beam amidships. Where no ceiling plank is fitted the measurement shall be taken to the upperside of the keelson.

(3)The depth shall be measured in meters from the under side of the deck beam amidships to the upperside of the floor ceiling plank. Where no ceiling plank is fitted, the measurement shall be taken to the upperside of the keelson.

(4)The gross tonnage of the boats shall be determined by the following formula.

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

Where V=Total volume of all earning spaces of the boat in cubic metres and

K=The coefficient as tabulated below.

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

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

(5) Every boat exceeding 10 tons shall have on its sides amidships a conspicuous mark 2.5cms height and 15cms wide cut and painted white to indicate the freeboard or greatest depth to which it may be immersed when fully loaded. The freeboard may be calculated at the rate of 25 cms for every meter of depth.

(6) Whenever a boat is licensed to carry both passengers and cargo it shall be measured and marked with a loadline in the same way as though it intended solely for carrying of cargo.

(7) To ascertain the number of passengers that a passenger boat may carry, multiply the superficial area in square metres of the floor space available for passengers by 1.8 and the result is the number of passengers that the boat may be licensed to carry. Where benches or thwarts are provided the number of passenger to be carried may be calculated at the rate of 2 persons for every running meters of seating accommodation.

(8) Whenever a boat is licensed to carry both passengers and cargo the total load shall be such that the load line marked on the boat is not submerged.

(9) To ascertain the number of persons in addition to the crew that may be carried, two children below the age of 12 years shall be counted as one person

and every 50 Kgs weight of luggage shall be counted as equivalent to one person.

**Schedule of Crew for Cargo Boats:**

24. Every cargo boat plying shall carry a minimum crew as given below:-
- (a) For a boat not more than 10 Tons burden – 4 Men including Manjhi.
  - (b) Above 10 Tons but not exceeding 20 Tons – 5 Men including Manjhi.
  - (c) Above 20 Tons but not exceeding 30 Tons – 6 Men including Manjhi.
  - (d) Above 30 Tons – 7 Men including Manjhi.

Provided that when cargo boats are in tow a towing launch half the above crew shall be considered sufficient.

Provided further that when boats are laid up there shall be in charge of them sufficient crew to look after them.

**Schedule of Crew for Passenger boats:**

25. Every passenger boat when plying shall carry a minimum crew as detailed below:-
- (i) Boats to carry not more than 10 persons :- 3 Men including Manjhi
  - (ii) Boats to carry not more than 15 persons:- 4 Men including Manjhi.
  - (iii) Boats to carry not more than 20 persons:- 5 Men including Manjhi.
  - (iv) Boats to carry not more than 30 persons:- 6 Men including Manjhi.

Provided that when passenger boats are fitted with outboard motors, half the above crew subject to a minimum of three shall be considered sufficient.

Provided further that when boats are laid up there shall be in charge of them sufficient crew to look after them.

**Responsibility of a person in charge of a boat:**

26. The owner, agent, or person in charge of any licensed boat shall ensure:-
- a) that the boat is provided with the number of crew required under these rules;

- b) that the boat is kept thoroughly dry and clean;
- c) that the registration number is kept clearly painted as required under these rules;
- d) that the license is carried in the boat;
- e) that the equipment specified in the license is provided and maintained in good condition;
- f) that the load line, in case of a cargo boat is kept clearly marked;
- g) that the boat, if carrying cargo, is not loaded so as to submerge the mark indicating the load water line; and
- h) that the boat, if carrying passengers, does not carry persons in excess of the number for which it is licensed.

**Passenger boats plying with outboard Motors:**

27. No passenger boat shall be propelled either by an outboard engine or a long tail or with similar devices unless it satisfies the following conditions:-
- a) the boat is properly constructed to withstand all stresses and strains as per the approved design of a naval architect;
  - b) it is properly sheathed with an approved material below the load water level;
  - c) it is fitted with seating accommodation for each of the passengers;
  - d) it is provided with a suitable awning to give necessary protection from sun and weather;
  - e) it is provided with sufficient number of bailers;
  - f) it is provided with approved life buoys calculated at the rate of one for every 5 passengers with a minimum of two. In boats fitted with internal buoyancy tanks or buoyant seats, the number of life buoys may be reduced by half subject to a minimum of 2;
  - g) it is provided with a portable fire extinguisher;
  - h) sufficient quantity of fresh drinking water shall be provided and supplied free of cost;
  - i) a first aid box of an approved type is provided;

- j) its tindal or minjhi has a certificate of competency of serang or a certificate of competency of 2<sup>nd</sup> class driver issued under the Inland Vessels Act, 1917 and duly authorised by the Registering officer to handle the boat; and
- k) it has a valid hull insurance policy with an endorsement to include Personal Accident Cover at Rs. 10,000/- per head for unnamed persons limited to the total licensed carrying capacity of the boat and the crew.

**Compulsion to Carry Passengers:**

- 28. No person in charge of a licensed passenger boat plying for hire shall, without good reason, refuse to carry in such boat passenger tendering the proper hire.

**Lost Property:**

- 29. When property belonging to any passenger is left in a passenger boat, the property so left shall at once be sent by the person in charge of the boat to the officer in charge of the nearest Police Station.

**Power to refuse admission of Passengers:**

- 30. The Tindal or Manjhi may refuse to admit any person to the boat as a passenger if he, -
  - (a) has not paid the fare or
  - (b) is insane; or
  - (c) is suffering from an infections or contagious disease; or
  - (d) is drunk and incapable of taking care of himself; or
  - (e) is disorderly and causes annoyance to other passengers; or
  - (f) when the boat is loaded to its full capacity.

**Conduct of Passenger:**

- 31. (1) No Passenger shall carry any dangerous goods or fire arms or decayed food stuffs or any other offensive articles on any boat.  
(2) No passenger on any boat shall:-
  - (i) obstruct the tindal, manjhi or crew in the discharge of their duties; or
  - (ii) damage or attempt to damage the boat or any article on the boat; or

- (iii) be drunk and disorderly, or drunk and incapable or taking care of himself; or
- (iv) commit any nuisance or act of indecency, or use obscene or abusive language; or
- (v) without lawful excuse, interfere with the comfort of any passenger.

**Fees for Survey, registration etc.**

32. The following fees shall be leviable for survey, registration, licencing and inspection and endorsing change of tindals or manjhis or boats:-

	Class I Boats	Class II Boats
(a)For Survey, Measurement and Registration at the time of issue of license for the first time or after construction.	Rs.2000.00	Rs. 1500.00
(b)For special inspection or survey on each occasion when a boat is found unfit and each annual inspection for renewals of license.	Rs. 1000.00	Rs. 750.00
(c)For re-measurement and survey of boat on account of change in measurements/capacity.	Rs. 1250.00	Rs. 900.00
(d)For registration and issue of license on account of change of ownership or change in capacity.	Rs. 1000.00	Rs. 800.00
(e)For issue of duplicate copy of license/Registration Certificate.	Rs. 800.00	Rs. 500.00
(f)For endorsing change of Tindal or Manjhi.	Rs. 800.00	Rs. 500.00

**Inspection of Boats:**

33. Any boat at any reasonable time be inspected by the Registration officer or the boat surveyor or any officer appointed on his behalf for the purpose of survey.

**Annual Returns to District Authorities:**

34. The Registering officer shall submit on the first May of every year an extract of the Book of Registry showing the number of boats registered with valid license together with the address of the owner and tindal to the respective District Collectors.

**Boats to be kept ready for relief work:**

35. All boats registered and licensed under these rules shall as far as practicable be kept ready for use in floods and cyclonic relief works. The District Magistrate or his authorized officer may requisition such boats if he feels necessary for public purposes on payment of charges to be negotiated/finalised by the Special Relief Commissioner.

**Breach of Rules:**

36. Every person violating any of the provision of these rules, shall be prosecuted and punished in accordance with the appropriate provisions of the Indian Penal Code, 1860 and other provisions of law.

**Rash navigation and stacking of timber:**

37. (1)Whoever navigates, anchors, moors or fastens any vessel or raft or stacks any timber in a manner so rashly or negligently so as to damage a public ferry, shall be prosecuted and punished in accordance with the appropriate provisions of the Indian Penal Code, 1860 and other provisions of law.

(2)The Toll Collector or the lease holder or the tolls or such ferry or any of his authorized assistant may seize and detain such vessel, raft or timber pending enquiry.

**Mis-conduct of passengers:**

38. (1)Any passenger using any public ferry or using the approach to or landing the place thereof, who refuse to pay the proper toll or with an intent to avoid payment of such toll fraudulently or forcibly use such ferry without paying the toll or who obstruct any toll collector or lease holder of the tolls of a public ferry or any of his authorized assistant in any way in the execution of their duty assigned under these rules, shall be prosecuted and punished in accordance with the appropriate provisions of the Indian Penal Code, 1860 and other provisions of law.

**APPENDIX-A**

Section 3(b) of Orissa Boat Rules 2002.

The under mentioned officers in column 2 are the registration officers and the letters under column 3 are allotted to the District mentioned in column 1 for the purpose of the Orissa Boat Rules 2002.

Sl	District	Designation of Officer
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No		
1.	Sambalpur	Asst. Director- (Headquarters, Cuttack)
2.	Baragarh	-do-
3.	Jharsuguda	-do-
4.	Bolangir	-do-
5.	Sonepur	-do-
6.	Cuttack	-do-
7.	Jagatsinghpur	-do-
8.	Dhenkanal	-do-
9.	Angul	-do-
10.	Kalahandi	-do-
11.	Nuapada	-do-
12.	Deogarh	-do-
13.	Sundergarh	Asst Director-I, Chandbali
14.	Keonjhar	-do-
15.	Balasore	-do-
16.	Bhadrak	-do-
17.	Mayurbhanj	-do-
18.	Jajpur	-do-
19.	Kendrapada	-do-
20.	Ganjam	Asst. Director-II, Balugaon
21.	Puri	-do-
22.	Nayagarh	-do-
23.	Khurda	-do-
24.	Gajapati	-do-
25.	Phulbani	-do-
26.	Boud	-do-
27.	Koraput	-do-
28.	Nabarangpur	-do-
29.	Malkangiri	-do-
30.	Rayagada	-do-

Collector/District Magistrate is the authority to requisition boats during emergency/exigencies of administration. Necessary higher charges for use of boats along with crew shall be chargeable as per finalisation of rates by SRC (Subject to the crew nos. not exceeding 3 qualify persons).

**FORM-1**  
**BOOK OF REGISTRY**

Under Section 4(e) of the Orissa Boat Rules 2002.

Registration Number :

Name of the owner :

Name of the Builder :

Place Built :  
Year Built: :  
Length :  
Breadth :  
Depth :  
Gross Tons :  
Capacity :  
Engine :  
Horse Power :  
Name of Tindal/Manjhi :  
Description of Boat :

Signature of the Registering Officer.

**FORM –II**

**CERTIFICATE OF REGISTRATION OF BOAT**

Under Section 4(e) of the Orissa Boat Rules 2002.

This is to certify that Sri/Smt/Kum.....  
Of.....P.S.....Dist..... has declared that he/she is  
the Sole owner of the boat .....having assigned ;the  
registration No.....was built at.....by  
.....in the year.....and the said  
.....had been duly registered at under the Orissa ;Boat Rules 2002.

Certified under my hand this..... Day  
of.....2002.

Description of Out board Engine :-  
Name of Engine (Make) :-  
Horse Power :-  
Year Built :-

Particulars of Boat :-

Length:-

Breadth:-

Depth:-

Gross Tonnage:-  
Description:-

Free Board:-

Signature of Registering Officer.

Foot Note :- (1) This Certificate of registration to be produced for inspection on demand by any authority authorised by the State Government.

- (2) This Certificate must be surrendered to the registering authority if so required by him.
- (3) While the Certificate is in force, the registered number as cut and painted or otherwise marked in position approved under the Orissa Boat Rules 2002 must not be removed or defaced.
- (4) In case of accident occasioning loss of life, or efficiency of the boat a report by letter signed by the owner or Manjhi/Tindal is to be forwarded to the registering officer within 24 hours after the happening of the accident or as soon thereafter as possible.

**FORM-III**  
**BOAT LICENCE**

Under Section 10(a) of the Orissa Boat Rules 2002.

License is granted to Sri/Smt/Kum.....  
Owner of Registered Boat No.....measuring  
Length.....Metres, Breadth.....Mertres and Depth.....  
Metres to carry Cargo or Passengers to the extent specified below in the  
.....river/lake/riservoir from .....  
To.....under the restrictions and subject to the penalties  
Laid down in the Orissa Boat Rules 2000 and the Northern India Ferries Act 1878/Bengal  
Ferries Act 1885/Madras Canals and Public Ferries Act 1890.

- 1.Licence Number :- Date:-
- 2.Name of the Owner :-
- 3.Address of the Owner :-
- 4.Registration Number :-
- 5.Date of registration :-
- 6.Rig and Equipment :-
- 7.Capacity or weight :- Fair Weather Foul Weather  
Cargo permitted
- 8.Number of Passengers :-  
Allowed
- 9.Name of Tindal/Manjhi :-
- 10.Address of Tindal/Manjhi :-
- 11.Number of Crew :-

Registering Officer  
Boat Surveyor

Note:- Two children under 12 years of age counted one adult.

Extended to 31<sup>st</sup> Signature  
December,2000

Designation

-Do-  
-Do-  
-Do-  
-Do-  
-Do-  
-Do-  
-Do-  
-Do-  
-Do-  
-Do-

**FORM-IV**

**Under Section 17 of the Orissa Boat Rules 2002**

License No. :-

Date:-

License is granted to Sri \_\_\_\_\_

son of Sri \_\_\_\_\_ residing

at \_\_\_\_\_ to act as tindal

On boats registered under the Orissa Boat Rules 2000.

**Boat Surveyor.**

**FORM-V**

**Register of Tindals/Manjhis**

**Under Section 17 of the Orissa Boat Rules 2002.**

License No.	Date	Name of Tindal/Manjhi	Age	Fathers Name	Address
1.	2.	3.	4.	5.	6.

Identification Mark	Left hand Thumb Impression	Remarks	Signature of Boat Surveyor
7.	8.	9.	10