Indian Pilgrim ship Rules, 1933

GOVERNMENT OF INDIA
MINISTRY OF EXTERNAL AFFAIRS

Indian Pilgrim Ships Rules, 1933, as corrected up to the 1st June 1950.
[Issued under section 213(1) of the Indian Merchant Shipping Act, 1923.]

1. **These rules may be called the Indian Pilgrim Ships Rules, 1933.**

2. In these rules, unless there is anything repugnant in the subject or context--

(1) "Act" means the Indian Merchant Shipping Act, 1923 (XXI of 1923);

(2)"Approved" means approved by the Central Government;

(3) "Buoyant Apparatus" means buoyant deck seats or buoyant deck chairs on any other buoyant apparatus excepting boats, life-jackets;

(4) "Compartment" means a space between decks other than a cabin;

(5) "Form" means a form appended to these rules;

(6) "Inspector" means the officer appointed by the Central Government for the purpose of sub-section (1) of section 151, and, except in rule 3, includes a person authorised by such officer under section 152;

(7) "Length" in connection with a ship means the registered length of the ship;

(7A) "Person" means a person over the age of one year;

(8) "Section" means a section of the Act;

(9) "Special Boat-deck" means any deck on which boats are carried and of which the space required for the stowage of boats under rule 22 occupies half or more of the length of such deck;

(10) " Surveyor" means a Surveyor appointed under section 129.

3. On receiving the notice required by section 151, the inspector shall himself proceed to inspect, or shall give a written authority to some competent person to inspect on his behalf, the ship, her provisions, medical stores, equipment, ventilation, fittings and the like, and the Inspector or person authorised shall satisfy himself that the ship, her provisions, medical stores, equipment, ventilation, fittings and the like fulfil all the requirements imposed by the Act or these rules.

4. The certificates "A" and "B" required under sections 154 and 155 shall be given in Forms I and II respectively and the supplementary certificate B, required under section 198 shall be in Form III.

5. No certificate under section 155 shall be granted between May 20th and September 20th in any year in respect of a ship of a tonnage of less than 500 registered tons, or which is not capable of steaming at least eight knots in ordinary monsoon weather, nor shall such certificate be given at any time unless all the arrangements required by these rules have been made to the entire satisfaction of the Inspector.

6. The Inspector shall see that in all cases where the number of pilgrims exceeds 100, the medical officer has had an opportunity of satisfying himself as to the completeness of the arrangements made for the accommodation and care of the pilgrims under these rules; and shall require such medical officer to furnish a certificate in Form IV countersigned by the master of the ship and to sign the second of the certificates prescribed by rule 112.

Boats and appliances for saving life.

7. Availability and adequacy of lifeboats and buoyant apparatus.-- (1) The lifeboats and buoyant apparatus in every pilgrim ship shall be readily available in case of emergency and shall be adequate.

(2) To ensure that they are readily available, the lifeboats and buoyant apparatus in every pilgrim ship shall be readily available in case of emergency and shall be adequate.

(a) They shall be capable of being put into the water safely and rapidly even under unfavourable conditions of list and trim.

(b) It shall be possible to embark the pilgrims in the boats rapidly and in good order.

(c) The arrangements of each boat, life-raft, and article of buoyant apparatus shall be such that it will not interfere with the operation of other boats, life-rafts and buoyant apparatus.

(3) To ensure that they are adequate, the provision of lifeboats, life-rafts and buoyant apparatus shall be in accordance with the requirements of sub-rule (2) of rule 8.

8. Davits.-- (1) (a) Every pilgrim ship shall be provided in accordance with her length, with her length, with the number of sets of davits specified in column A of the table set out in the second schedule to these rules.

Provided that no pilgrim ship shall be required to have a number of sets of davits greater than the number of lifeboats required to accommodate the total number of persons which the ship carries or is certified to carry, whichever number is the greater.

(2) Lifeboats.-- (a) A lifeboat of Class 1 shall be attached to each set of davits.

(b) Where the life-boats carried in pursuance of clause (a) of this sub-rule do not provide the minimum capacity specified in column D of the table set out in the second schedule to these rules or do not provide sufficient accommodation for the total number of persons which the ship carries or is certified to carry, whichever number is the greater, additional lifeboats of Class 1 or Class 2 shall be provided up to the minimum capacity specified in column D after which additional lifeboats or approved life-rafts or approved buoyant apparatus shall be provided to the satisfaction of the Central Government so that the accommodation provided shall be sufficient for the total number of persons which the ship carries or is certified to carry, whichever number is the greater.

(3) When the number of lifeboats carried in pursuance of this rule is more than 13, one of such lifeboats shall be a motor boat fitted with an approved wireless telegraphy installation and searchlight and, when the number is more than 19, two of such lifeboats shall be motor boats is fitted.

(4) Any of the other lifeboats except such as the Central Government may requires to be carried as emergency boats may be motor boats, but these additional motor boats need not be fitted with wireless telegraphy installations are searchlights.

(5) Lifebuoys.-- Every pilgrim ship shall carry at least the number of approved lifebuoys determined in accordance with the following table:--

Length of ship	Minimum number of lifebuoys.
Under 200 fee	6 of which 2 shall be provided with approved self-igniting lights
Not under 200 feet but under 300 feet.	8 of which 4 shall be provided with approved self-igniting lights.
Not under 300 feet but under 400 feet.	10 of which 6 shall be provided with approved self-igniting lights.
400 feet and over ...	12 of which 6 shall be provided with approved self-igniting lights.

(6) Life-jackets. --- Every pilgrim ship shall carry one approved life-jacket for every person on board.

(7) Line-throwing appliance.-- Every pilgrim ship shall carry an approved type of line-throwing appliance.

9. Classes of boats.-- For the purposes of sub-rule (2) of rule 6, the standard types of boats are classified as follows:--

Class 1.-- Open boats with rigid slides fitted either (a) with internal buoyancy appliances only, or (b) with internal and external buoyancy, appliances in these rules referred to as lifeboats of Class 1;

Class 2.-- (a) Open boats fitted with internal and external buoyancy, appliances--upper parts of sides collapsible, and (b) decked boats with either fixed or collapsible watertight bulwarks, in these rules referred to as lifeboats of Class 2.

10. Construction strength and capacity, etc., of boats.-- (1) All boats shall be properly constructed, and shall be of such form and proportions that they shall have ample stability in a seaway, and sufficient freeboard when loaded with their full complement of persons and equipment. They shall be fitted and arranged to the satisfaction of the Central Government.

(2) (a) The structural strength of all boats shall be to the satisfaction of the Central Government.

(b) The strength of the boats shall be sufficient to permit of their being safely lowered into the water when loaded with a full complements of person and equipment.

(c) To all open boats, all thwart and side seats shall be fitted as low in the boat as practicable, and bottom boards shall be fitted so that the thwarts shall not be more than 2 feet 9 inches above them.

(4) The cubic capacity of every boat shall be not less than 125 cubic feet.

(5) Omitted.

(6) No boat shall be accepted the buoyancy of which depends upon the previous adjustments of one of the principal parts of the hull.

(7) The weight of a boat when fully laden with persons and equipment shall not exceed 20 tons.

11. Requirements of lifeboats of Class I.-- All lifeboats of Class 1 shall comply with the provisions of Part I of the third schedule to these rules in addition to the provisions of rule 10.

!3. General requirements for motor boats.-- Every motor that carried as port of the statutory lifesaving appliances of a pilgrim ship, shall comply with the following conditions:--

(a)the boat shall comply with the requirements for a lifeboat of Class 1., subject to the provisions of rule 14 as to buoyancy ;

(b) proper appliances shall be provided for putting the boat into the water speedily;

(c) the boat shall be adequately provided with fuel and kept to as to be at all times ready for use;

(d) the motor and its accessories shall be suitably enclosed to ensure operation under adverse weather conditions and provision shall be made for going astern;

(e) the speed shall be at least six knots when fully loaded in smooth water.

(3) If the Surveyor is doubtful as to the number of persons any boat is fit to carry, he may require it to be tested afloat fully laden with equipment and the intended number of persons all wearing lifejackets.

(4) In the case of boats of a depth of more than 4 feet, boats with every fine ends and boats very full in form, the number of persons which the boast is deemed fit to carry may be determined by the Central Government otherwise than in accordance with the foregoing provisions of this rule.

17. General requirements for life-rafts.-- An approved life-raft shall comply with the following conditions:--

(a) It shall be of approved material and construction;

(b) It shall be effective and stable when floating either way up;

(c) It shall be fitted with fixed or collapsible bulwarks of wood, canvas, or other suitable material around both the top and bottom platforms;

(d) It shall have a line security becketed round the outside;

(e) It shall be of such strength that it can be launched or thrown from the ship's deck without being damaged and if intended to be thrown it shall be of such size and weight that it can easily be handled;

(f) It shall have not less than three cubic feet of air-cases of equivalent buoyancy appliances for each person to be carried thereon;

(g) It shall have a deck area of not less than four square feet for each person to be carried thereon, and it shall effectively support the occupants out of the water.

(h) The air-cases or equivalent buoyancy appliances shall be placed as near as possible to the sides of the life-raft, and such buoyancy appliances shall not be dependent on inflation by air.

18. General requirements for buoyant apparatus.-- (1) Approved buoyant apparatus, whether buoyant deck seats, buoyant deck as buoyancy is concerned for the number of persons equal to the greatest whole number ascertained by dividing the number of pounds of iron which the apparatus is capable of supporting in fresh water by 32, and the apparatus shall be deemed fit to support the number so ascertained ior a number equal to the number of feet in the perimeter of the apparatus whichever number is the smaller.

(2) All approved buoyant apparatus shall comply with the following conditions:-

(a) It shall be of approved material and construction ;

(b) It shall be effective and stable when floating either way up ;

(c) It shall be of such size, strength and weight that it can be handled without mechanical appliances and, if necessary, thrown without damage from the ship's deck on which it is stowed ;

14. Buoyance appliances of a motor boats.-- The volume of the internal buoyancy appliances of a motor boat and, where fitted, the buoyance appliances shall be at least equal to that of the buoyancy appliances which would be required under these rules if the boat were not a motor boat and shall be increased above that volume if and to the extent that such increase is necessary to compensate for the difference between (a) the weight of the motor and its accessories, and if fitted, the searchlight and the wireless telegraph installations and their accessories, and (b) the weight of the additional persons which the boat could accommodate, if the motor and its accessories, and if fitted, the searchlight and the wireless telegraph installation and their accessories were removed.

15. Increase in buoyancy appliances of motor boats.-- In the case of boats which are deemed fit to carry 100 or more persons the volume of the buoyancy appliances shall be increased beyond the volume required by rule 14 to such extent as may be determined by the Central Government.

16. Carrying capacity of boats.-- (1) (a) Subject as hereinafter provided, the number of persons which a boat shall be deemed fit to carry shall be equal to the greatest whole number ascertained by dividing the capacity of the boat in cubic feet, determined in accordance with the provisions of Part I of the fourth schedule to these rules, or the surface of the boat in square feet determined in accordance with the provisions of Part II of the said fourth schedule, as the case may be, by the standard unit of capacity or unit of surface, as the case may be, shown in the following table :--

Type of Boat.	Standard Unit of Capacity
Class 1 (a)	10 cubic feet.
Class 1 (b)	9 cubic feet.
Class 2.	3 1/2 square feet.

(2) The number of persons which a boat is deemed fit to carry shall No--

(a) exceed the number of adult persons wearing life-jackets for which there is proper seating accommodation arranged in such a way that the persons when seated do not interfere to any way with the use of the oars ; and

(b) in the case of lifeboats of Class 2 be such as to reduce the freeboard of the boat, when fully laden, below the minimum freeboard laid down for each type of boat in Part II of the third schedule to these rules.

(d) If it depends for its bouyancy on air it shall not be as constructed as to require inflation before use in an emergency ;

(e)The air-cases or equivalent buoyancy appliances shall be placed as near as possible to the sides of the apparatus ;

(f) It shall have a line securely becketed round the outside of the apparatus.

19. Marking of boats, life-rafts and buoyant apparatus.-- (1) All boats shall be permanently marked to the satisfaction of the Central Government in such a way as to indicate plainly their dimensions and the number of persons which they are deemed fit to carry.

(2) All life-rafts shall be marked in the same manner with the number of persons which they may carry.

(3) All buoyant apparatus shall be marked in the same manner with an indication that they are buoyant and with the number of persons which they are deemed fit to support.

20. Equipment of boats.-- (1) Every boat carried on a pilgrim ship shall be equipped as follows :--

(a) With the full single baned complement of oars and two spare oars, and a steering oar, including a proper curtch or thole-pin socket for later;

(b) With two plugs for each plug hole, attached with lanyards or chains and one set and a half of thole-pins or curtches attached to the boat by lanyards. Plugs shall not be required where proper automatic valves are fitted ;

(c) With a sea anchor, a baler, a galvanised iron bucket, a rudder and a tiller, or yoke and yoke lines, a painter of sufficient length, and a boat-hook. The rudder, the baler, and the bucket shall be attached to the boat by sufficiently long lanyards, and kept ready for use ;

(d) With a vessel capable of holding one quart for each person that the boat is deemed fit to carry. This vessel shall be kept filled with fresh water, and provided with a dipper with lanyard;

(e) With two hatchets one to be kept in each of the boat, and to be attached to the loat by a lanyard;

(f) With a line securely becketed round the outside of the boat;

(g) With an efficient lantern trimmed, with oil in its receiver sufficient to burn for eight hours, or with some other lantern or light approved by the Central Government; and with a box of suitable matches in a waterlight tin;

(h) With a mast and with at least one good sail and proper gear for each ;

(i) With an efficient compass;

(j) With an air-tight case containing two pounds of biscuits for each person that the boat is deemed fit to carry;

(k) With a vessel of approved pattern containing one gallon of vegetable or animal oil, so constructed that the oil can be easily distributed on the water and so arranged that it can be attached to the sea anchor;

(l) With one dozen self-igniting red lights in a water-tight tin;

(m) With half a pound of condensed milk for each person that the boat is deemed fit to carry;

(n) With a suitable locker for the stowage of the small items of the equipment.

(2) Every boat which is deemed fit to carry 100 or more persons shall be fitted with a motor and shall comply with the requirements of rules 13, 14 and 15.

(3) A motor boat need not carry a mast or sail or more than half the complement of oars, but it shall carry two boat-hooks.

(4) A decked boat shall have no plug-hole, but shall be provided with not less than two bilge-pumps.

21. Wireless installations and search-lights on motor-boats.--(1) Where a wireless installation is required by sub-rule (3) of rule 8 of these rules to be carried on a motor boat it shall be capable of transmission and reception of a frequency of 500 kilocycles (wave-length 600 metres) and shall be provided with a source of power sufficient to give a minimum of 10 metre amperes (the number of metre amperes being determined by multiplying the current in amperes measured at the base of the aerial by the maximum height in metres of the aerial above the water line) and to maintain the installation in operation, allowing for intermittent use, for a total period of six running hours.

(2) Where a search-light is required by sub-rule (3) of rule 8 of these rules to be carried on a motor boat it shall include a lamp of at least 80 watts, an efficient reflector and a source of power which will give effective illumination of a light-coloured object over a width of about 60 feet at a distance of 200 yards for a total period of six hours and shall be capable of working for three hours continuously.

(3) Where the power for the wireless installation and the search-light is derived from the same source, that source shall be of sufficient power to provide for the adequate working of both appliances simultaneously.

22. Equipment of life-rafts.-- The normal equipment of every approved life-raft shall consist of :--

(a) Four oars ;

(b) Five rowlocks ;

(c) A self-igniting lifebuoy light;

(d) A sea-anchor ;

(e) A painter ;

(f) A vessel of approved pattern containing one gallon of vegetable or animal oil so constructed that the oil can be easily distributed on the water, and so arranged that it can be attached to sea-anchor ;

(g) An air-tight receptacle containing two pounds of biscuits for each person to be carried;

(h) A water-tight receptacle provided with a dipper with lanyard containing one quart of fresh water for each person to be carried;

(I) At least one dozen self-igniting red lights and a box of matches in water-tight containers.

23. Stowage of equipment in boats and life-rafts.-- All boats and life-rafts shall be fully equipped before the ship proceeds to sea, and the equipment shall remain in the boat or life-raft throughout the voyage, while the ship is at sea, or shall be stored in some convenient place where it will be immediately available in case of emergency.

24. Stowage and handling of boats, life-rafts and buoyant apparatus.-- (1) All boats attached to davits and all boats stowed under boats attached to davits shall be stowed to the satisfaction of the Central Government in such a way that--

(i) they can be launched in the shortest possible time;

(ii) they will not impede in any way the prompt handling of any other of the boats attached to davits or stowed under boats attached to davits, the life-rafts or the buoyant apparatus carried in pursuance of these rules or the marshalling of the persons on board at the launching stations or their embarketion;

(2) (a) Boats and life-rafts additional to boats stowed under boats attached to davets shall be stowed across a deck, bridge (page no 9)

(4) Where a boat is stowed underneath another boat there shall be provided approved removable supports or other approved appliances, so as to secure that the weight of a boat is not unduly supported by the boat underneath it.

(5) Boats may be stowed on more than one deck on condition that porper measures are taken to prevent boats on a lower deck being fouled by those stowed on a deck above.

(6) Boats shall not be placed in the bows of the ship or in any positions in which they would be brought into dangerous proximity to the propellers at the time of launching.

(7) All life-rafts and buoyant apparatus shall be stowed as to be readily available in case of emergency.

(8) Davits shall be of approved from and shall be suitably placed to the satisfaction of the Central Government. They shall be so disposed on one or more decks that the boats placed under them can be safely lowered without interference from the operation of any other davits.

(9) (a) The davits, fails, blocks, and all other gear shall be of sufficient strength to the satisfaction of the Central Government.

(b) The davits, fails, blocks and all other gear shall be of such strength that the boats can be safely lowered with the full complement of persons and equipment, with the ship listed to 15 degrees either way.

(c) Life-lines shall be fitted to the davit spans, and the falls and life lines shall be long enough to reach the water with the ship at her lightest sea-going draught and listed to 15 degrees either way Hooks shall not be attached to the lower tackle blocks.

(10) The davits shall be fitted with gear of sufficient power to ensure that the boat, fully equipped and manned. , but not otherwise loaded with passengers, can be turned out against the maximum list at which the lowering of the boats is possible.

(11) Boats attached to davits shall have the falls ready for service and means shall be provided for speedily, but not necessarily simultaneously, detaching the boats from the falls. The point of attachment of the boats to the falls shall be so situated as to ensure the boats being easily swung clear of the davits.

(12) The boats' chocks shall be of such construction and arranged in such manner as shall be satisfactory to the Central Government.

(13) Where more than one boat is served by the same set of davits if the falls are of rope, separate falls are used with mechanical appliances for recovering them, separate falls need not be provided. The appliances used shall be such as to ensure lowering the boats rapidly and in turn. Where mechanical power appliances are fitted for the recovery of the fals, efficient hand gear shall also be provided.

(25) Approved life-jackets.-- (1) An approved life-jacket shall mean a jacket or other approved appliance capable of being fitted on the body, of approved material and construction, which is capable of floating in fresh water for at least 24 hours with 16 1/2 lbs. of iron suspended from it. It shall be reversible and suitable both for adults and children.

(2) No life-jackets shall be approved or carried the buoyancy of which depends on air compartments.

26. Approved lifebuoys.-- (1) (a) An approved lifebuoy shall be of solid cor or other approved material and shall be capable of floating in fresh water for at least 24 hours with 32 lbs. of iron suspended from it.

(b) No lifebuoys filled with beckets securely seized, and at least one on each side of the ship shall be approved or carried.

(2) All lifebuoys shall be fitted with beckets securely seized, and at least one on each side of the ship shall be fitted with a lifeline at least 15 fathoms in length.

(3) Where by these rules lifebuoys are required to be provided with self-lighting lights surchlights shall be lights which cannot be extinguished in water and they shall be kept near the lifebuoys to which they belong with the necessary means of attachment.

27. Stowage of lifebuoys and life-jackets.-- (1) All lifebuoys and life-jackets shall be stowed to the satisfaction of a Surveyor and so as to be readily accessible to the persons on board; their position shall be plainly indicated so as to be known to the persons concerned.

(2) A lifebuoys with a self-igniting light attached to it shall be carried at, each side of the navigating bridge in beckets or cleats in such a manner as to admit of instantaneous release and to ensure its dropping clear of the ships side.

Other ltfebuoy lights required under these rules shall be distributed, attached to lifebuoys, to the Surveyor's satisfaction.

(3) Lifebuoys shall always be capable of being rapidly cast loose and shall not be permanently secured in any way.

(4) Life-jackets, may be stored either in battens over the passenger decks or in boxes under the charge of serangs as well as in the buoyant seats when these are used. The contents of the boxes shall be clearly painted on them; and illustrated notices in the vernacular shall be posted up in different parts of the ship explaining to pilgrims where to find life-jackets and how to use them. In addition, their use shall be demonstrated by the crew both during boat drills and periodically at other times.

(5) The maring on the boxes and the illustrated notices referred to in sub-rule (4) shall be in English and Urdu characters in the case of a ship sailing from Bombay and in English and Bengali characters in the case of a ship sailing from Calcutta.

28. Approved line-throwing appliances.-- (1) An approved line throwing appliance shall consist of--

(a) Four 2 lb. line throwing rockets with suitable sticks or other approved apparatus capable of throwing a line 5/16ths inch in circumference a distance of 120 yards in clam weather, and

(b) Two lines 5/16ths inch in circumference each not less than, 240 yards in length, having a breaking strain of not less than 150 lbs.

(2) The rockets with the means of igniting them and the lines shall be kept in a water-tight case.

20. Embarkation in the boats and life-rafts.-- (1) Suitable arrangements as required by the Central Government shall be made on every pilgrim ship for embarking the pilgrims in the boats at an embarkation deck. Ship shall be provided throughtout with electrically operated signals controlled from the bridge for summoning pilgrims to master stations.

(2) Every pilgrim ship shall carry not less than one ladder of an approved type at each set of davits. The ladders shall be of sufficient length to reach the waterline will the ship at her lightest seagoing draught and llisted to 15 degrees either way, and shall be carried in such a manner as to be always available for use in embarking the persons in the boats of life-rafts.

(3) The owner of every pilgrim ship shall be required to satisfy the Surveyor by a practical test in his presence that all the boats carried can be launched in reasonable time the number of bands employed in the operation not exceeding the total number of baot hands that will be carried on board under normal service conditions and each boat having when lowered, not less than two men on board and its full equipment.

30. Means of ingress and egress.-- (1) Proper arrangements shall be made to the satisfaction of the Central Government on every pilgrim ship for ingress to and egress from the different compartments and decks.

(2) Emergency lighting:-- Provision shall be made on every pilgrim ship for an electric or other system of lighting, sufficient to the satisfaction of the Central Government for all requirements of safety, in the different parts of the ship, and particularly upon the decks on which the boats are stowed. On ships in which the boat deck is more than 30 feet above the waterline at the lightest seagoing draught, provision shall be made for the illumination from the ship of the boats when alongside and in process of or immediately after being launched. There must be a self-contained source of power capable of supplying, when necessary, this safety lighting system, and placed in the upper parts of the ship above the bulkhead deck.

(3) In every pilgrim ship the exit from every main compartment occupied by pilgrims or crew shall be continuously lighted by an emergency lamp. The power for these emergency lamps shall be so arranged that they will be supplied from the source of power referred to in sub-rule (2) of this rule in the events of failure of the main generating plant.

31. Certificated lifeboatmen.-- (1) The crew of every pilgrim ship shall include, for each boat or life-raft carried as part of the statutory life-saving appliances, a number of certificated llifeboatmen not less than that specified in the following table :-

Prescribed complement of boat or life-raft.			Minimum number of certificated Lifeboatmen.
Less than 41 persons	...	...	2
From 41 to 61 persons	...	...	3
From 62 to 85 persons	...	...	4
Above 85 persons	...	...	5

(2) An applicant for a lifeboatmen's certificate shall be at least 18 years of age and shall submit himself for examination at such times and places as may be directed by the Central Government who, on being satisfied that he has had sufficient service at sea and has been trained in all the operations incurred with launching lifeboats and the use of oars, that he is acquainted with the practical handling of the boats themselves and further to at he is capable of understanding and answering the orders relative to lifeboat service may issue a certificate to him.

(3) If the Central Government has reason to believe that a certificated life boatmen no longer possesses the qualifications described in sub-rule (H) of this rule, it may require him to submit himself for re-examination at such time and place as it may determine, and if he does not prove to the satisfaction of the Central Government that he possesses the qualifications aforesaid, the Central Government may cancel the certificates, whereupon the holder shall deliver the certificate to the Central Government and shall be deemed to be no longer a certificated information.

(4) For the purpose of this rule--

"certificated lifeboatman" means any member of the crew who holds a certificate issued by or under the authority of the Central Government in accordance with the conditions laid down in sub-rule (2) of this rule or any other certificate recognized by the Central Government as equivalent thereto;

"prescribed complement" means the number of persons which a boat or life-raft is deemed fit to carry under these rules.

32. Omitted.

33. Memorandum authorising carriage of smaller life-saving appliances.-- Every memorandum issued under sub-section (3) of section 245-E of the Indian Merchant Shipping Act, 1923, shall be in the form set out in the first schedule to these rules.

When such a memorandum has been obtained by the owner or master of a pilgrim ship, the number of persons stated in the memorandum shall, for the purposes of these rules, be treated as the number of persons which the ship is certified to carry.

Every such memorandum shall be returned at the end of the voyage to which it relates to the officer from whom it was obtained.

34. Boats crews.-- (1) Boats crews shall be carried in every pilgrim ship on the following scale, namely:--

One officer or superior seamen rating and at least two other hands who shall be trained in the operations of launching and handling boats for each lifeboat required to be carried under the provisions of these rules and in addition one officer and six hands to clear away the buoyant apparatus carried.

(2) A man capable of of working the motor shall be assigned to each motor boat, and, where such equipment is required to be carried, there shall be in the crew a man capable of working the wireless telegraphy and searchlight installations.

(3) The officer or rating placed in charge of each boat shall have a list of its crew and shall see that the men placed under his orders are acquainted with their several duties and stations.

(4) The duty of seeing that the boats and other life-saving appliances are at all times ready for use shall be assigned to one or more officers.

35. Muster lists.-- (1) The master of every pilgrim ship shall before the ship sails draw up and have posted in several parts of the ship and in particular in the crews quarters a muster list.

(2) The muster list shall assign duties to the different member of the crew in connection with--

(a) the closing of watertight doors, valves, etc.,

(b) the equipment of the boats, life-rafts and buoyant apparatus generally,

(c) the launching of boats attached to davits.

(d) the general preparation of the other boats, the life-rafts and buoyant apparatus.

(e) the muster of the pilgrims.

(f) the exteinction of fire,

(g) warning the pilgrims,

(h) seeing that the pilgrims have put on life-jackets in a proper manner;

(i) assembling the pilgrims at muster stations,

(j) keeping order in the passages and on the stairways and generally controlling the movements of the pilgrims.

(3) The muster list shall specify definite signals for calling all the crew to their boat and fire stations and shall give full particulars of these signals.

36. Drills.-- (1) In every pilgrim ship musters of the crew for boat drill shall take place weekly when practicable and in ships in which the voyage exceeds one week before leaving port.

The master shall enter or cause to be entered in the official log book a statement of every occasion on which such musters are held and if such muster is not held in any week the master shall enter a statement, of the reasons why the muster was not held in that week.

(2) In every pilgrim ship in which the voyage exceeds one week practice musters of the pilgrim should be held at an early period of each voyage.

(3) Different groups of boats shall be used in turn at successive boat drills. The drills and inspections shall be so arranged that the crew thoroughly understand and are practiced in the duties they have to perform and that all life-saving appliances with the gear appertaining to them are always ready for immediate use.

(4) In carrying out the boat and watertight door drills the crew shall, when practicable, drill in their life-jackets and arrangements shall be made, when possible, for pilgrims to see the crew putting the life-jackets on.

37. Emergency signals.-- (1) The emergency signals for summoning pilgrims, to muster stations shall be a succession of more than six short blasts, followed by one long blast, on the whistle or syren.

(2) The meaning of all signals affecting pilgrims shall be clearly stated in notice in different languages posted in their quarters.

These notices shall be in English and Urdu characters in the case of a ship sailing from Bombay and in English and Bengali in the case of a ship sailing from Calcutta.

38. Emergency boat.-- Every pilgrim ship which is required under these rules to carry two or more boats shall, when at sea, carry an emergency boat slung outboard and ready for action;

Provided that where, in the opinion of the Surveyor, the emergency boat could with advantage be kept in the inboard position, he may allow it to remain so on condition that it is always ready for use. The surveyor shall give the permission in writing to the master of the ship.

39. Boat decks.-- In every pilgrim ship special boat decks shall be kept entirely clear of pilgrims and, in the case of shade-decks, bridge-decks and poop-decks which are utilised for airing space for pilgrims as well as boats, a space sufficient for the working of the boat shall be railed off; and, where boats stowed on a shade, bridge or poop-deck occupy half or more of the total breadth of the deck, the whole of the space abreast the boats shall be railed off and treated as a special boat deck.

Instruments for purposes of navigation.

40. Every pilgrim ship shall be provided with--

(a) Admiralty or Indian Government charts and sailing directions suitable for the voyage she is about to undertake;

(b) not less than two chronometers and less than two sextants or quadrants and barometers, one of the latter being a mercurial barometer.

Fire detective and extinguish appliances.

41. Patrols and detection.-- (1) An efficient particle system shall be maintained on every pilgrim ship so that any outbreak of fire may be promptly detected.

(2) On every pilgrim ship an approved fire-alaram or fire-detecting system shall be provided which will automatically register it one or more points or stations in the ship, where it can be most quickly observed by officers and crew, the presence or indication of fire in any part of the ship which is, in the opinion of the Central Government, not accessible to the patrol system.

42. Spaces occupied by passengers and crew.-- (1) Every pilgrim ship shall be provided with apparatus whereby not less than two powerful jets of water can be rapidly and simultaneously brought to bear upon any part of each deck or space occupied by pilgrims or crew when the water-tight and fire resisting doors are closed.

(2) Every pilgrim ship shall be provided with two approved portable fluid fire extinguishers in each compartment wherein pilgrims and crew are accommodated, and when pilgrims are carried in enclosed spaces above the upper deck there shall be at least one extinguisher on each side of such spaces at intervals of not more than 60 feet.

43. Cargo spaces.-- (1) Every pilgrim ship shall be provided with approved apparatus whereby not less than two powerful jets of water can be rapidly and simultaneously directed into any compartment in which cargo is carried.

(2) Every pilgrim ship of 1,000 tons gross tonnage and upwards shall be provided with approved apparatus whereby fire smothering gas sufficient to give a minimum volume of free gas equal to 30 percent of the gases volume of the largest hold in the ship can be promptly conveyed by a permanent piping system into any compartment in which cargo is carried;

Provided that in the case of the ships prepalled by steam engines, the Central Government may allow the use of steam in lieu of smothering gas if satisfied that a volume of steam equivalent to the volume of gas required by this sub-rule will always be available.

(3) In case in which it is proposed to use steam as a substitute for smothering gas in a steam-driven pilgrim ship, the details of the arrangements prepared including particulars as to the dimensions of the boilers available for the purpose and the capacity of the largest hold, shall be submitted to the Central Government for consideration and approval.

44. Arrangements for infecting steam or other gas into cargo spaces and boiler rooms.-- Where provision is made in any pilgrim ship for the injection of steams or other gas into the cargo spaces and boiler rooms for fire extinguishing purposes, the necessary pipes for conveying the steam or gas to holds or other compartments shall be provided with controlling valves or caoks readily accessible from the deck and so marked as to indicate clearly the compartments to which the pipes are respectively led. Suitable provision shall be made for locking these valves or cocks so as to prevent inadvertent admission of the steam or gas to any compartment. If any pipe is led to a space to which passengers have access, it shall be furnished with an additional stop valve or cock also capable of being locked.

45. Machinery and bunker spaces.-- Every pilgrim ship shall be provided with apparatus whereby not less than two provided jets of water can be rapidly and simultaneously directed into any part of the coal bunker spaces, boiler rooms and machinery spaces.

46. Requirements for ships with coal-fired boilers.-- Every pilgrim ship in which the main boilers are coal-fired shall, in addition to the requirements of rule 45, be provided with not less than two approved portable fluid fire extinguishers in each of the boiler rooms and machinery spaces.

47. Requirements for ships with oil-fired boilers.-- (1) Every pilgrim ship in which the main boilers are coal-firedshall, in addition to the requirements of rule 45, be provided with:--

(a) Conductors for spraying water on oil without undue disturbance of the surface;

(b) A receptacle containing not less than 10 cubic feet of sand, sawdust impregnated with soda, or other approved dry materials in each firing space, and scoops for distributing such material;

(c) Two approved portable extinguishers constructed to discharge froth, or other approved medium suitable for quenching oil fires in each boiler room and in each of the machinery spaces in which a part of the oil fuel installation is situated;

(d) Approved apparatus whereby froth can be rapidly discharged and distributed over the whole of the lower part of the boiler room or of any one boiler room, if which oil fuel units or settling tans are situated. The quantity of froth which can be discharged shall be sufficient to cover, to a depth of 6 inches, the whole area of the plating formed in any one compartment by the inner bottom plating, or by the shell plating of the vessel if there is no double bottom tank. If the engine and boiler rooms are not entirely separate and feul oil can drain from the boiler room bilges into the engine room, the combined engine and boiler rooms shall be considered as one compartment. The apparatus shall be controlled from outside the compartments into which it is required to discharge froth;

(e) One approved extinguisher constructed to discharge froth of not less than 30 gallons capacity in the case of ships having one boiler room, and two such extinguishers in the case of ships with more than one boiler room. These extinguishers shall be provided with hoses on reels suitable for reaching any part of the boiler rooms and spaces containing oil fuel units.

(2) All containers for froth discharging apparatus in pilgrim ships and the valves by which such containers are operated shall be easily accessible and so placed that they will not readily be cut off from use by an outbreak of fire.

48. Requirements for ships propelled by internal combustion engines.--(1) Every pilgrim ship propelled by internal combustion engines shall comply with the requirements of clause (a) or sub-rule (1) of rule 47 of these rules and shall be provided in each of the machinery spaces with not less than one approved 10-gallon extinguisher constructed to discharge froth and also with one approved two-gallon extinguisher constructed to discharge froth for each 1,000 B.H.P of the engines or part thereof, so, however that the total number of two-gallon extinguishers so provided shall be not less than two and need not exceed six.

(2) If in any pilgrim ship propelled by internal combustion engines a boiler is situated in a machinery space, there shall be provided in that space, in place of the 10-gallon extinguisher required by sub-rule (1) of this rule, an extinguisher of 30 gallons capacity, fitted with suitable hose attachments or other approved means for distributing the froth.

49. Pumps.-- (1) Every pilgrim ship of 4,000 tons gross tonnage and upwards shall be provided with not less than three fire pumps operated by steam or other motive power, and every such ship of under 4,000 tons gross tonnage with not less than two such fire pumps.

Provided that in the case of ships the keels of which were laid before 1st September 1931, more than two pumps shall not be required and the main engine sanitary pump shall count as one of the pumps required, if it is to fitted as to be capable of serving the purpose of such pump.

(2) Each of such fire pumps shall be capable of delivering such quantity of water as the Central Government may deem sufficient in two powerful jets simultaneously in any part of the ship.

(3) Each of such fire pumps shall be provided with effective escape valves suitably adjusted and so placed as to prevent excessive pressure in any part of the water-service system.

(4) When more than two such pumps are required they shall not be fitted in the same space.

(5) In ships in which the main boilers are oil-fired, if the engine and boiler rooms are not entirely separated by a steel bulkhead and if fuel oil can drain from the boiler room bilges into the engine room, one of the fire pumps shall be situated in the tunnel or in some other space outside the machinery compartment.

(6) Independent power bilge pumps which are capable of giving a speed of water through the main bilge pipe of not less than 400 feet per minute may be accepted as fire pumps if fitted with suitable sea connections. Other pumps utilised for fire-extinguishing purposes shall be capable of giving a speed of water through the main water pipes of not less than 270 feet per minute.

(7) Pumps used for pumping oil shall not be accepted as fire pumps.

(8) The fire pumps shall be available for immediate use at all reasonable times when the ship is in commission.

50. Water service pipes.-- (1) Every pilgrim ship shall be provided with water service pipes of ample size and made of suitable material to the satisfaction of the Central Government. The main water service pipes shall be made of wrought material, and if of iron or steel, shall be galvanized :

Provided that, in the case of ships the keets of which were laid before the 1st September, 1931, the main water service pipes need not be galvanized.

(2) The diameter of the pipes shall be sufficient to enable an adequate quantity of water to be supplied to the fire hoses which may be coupled to them for simultaneous operation.

(3) The branch water service pipes and hydrants shall be so placed on each deck that the fire hoses may be easily coupled to them.

(4) Cocks or valves shall be fitted in such positions on the water service pipes or branches that any of the fire hoses may be removed while the fire pumps are at work.

51. Fire hoses.-- (1) Every pilgrim ship shall be provided with such number of fire hoses as the Central Government may deem sufficient but not less than three hoses shall be provided in any ship.

(2) Each of the hoses shall be of sufficient length to protect a jet of water to any part of the space in which it is intended to be used.

(3) The fire hoses shall be of leather, seamless hemp, or flax canvas of first class quality, or other approved material. They shall be provided with suitable metal unions and conductors and with goose-neck connections where necessary.

(4) A sufficient number of fire hoses with attachments and conductors shall be suitably distributed about different decks in the ships so as to be readily available for rapid use.

(5) The fire hoses and the abovementioned conductors, etc., and coupling wrenches. If required, shall be kept ready for use in conspicuous positions near the water service hydrants or connections. They shall be used only for the purpose of extinguishing fires or testing the fire extinguishing apparatus at fire drills and surveys.

52. Fluid fire extinguishers.-- (1) Where not otherwise stated in these rules, the capacity of portable extinguishers shall be not more than three imperial gallons and not less than two imperial gallons:

(2) An approved type of portable fluid fire extinguisher discharging a medium other than water may be carried, up to 20 percent, of the total number required by these rules, in lieu of the ordinary water-discharging extinguishers.

(3) Portable fluid fire extinguishers provided in accordance with these rules (apart from those supplied in boiler rooms, etc., specially for use in connection with oil fuel) shall not be of more than two types in any one ship.

(4) All experiments, whether portable or otherwise, shall be placed in positions where they are readily accessible.

53. Smoke helmets and safety lamps.-- Every pilgrim ship shall be provided with not less than two approved equipments, each consisting of a breathing apparatus or smoke helmet and a safety lamp, and these equipments shall be kept ready for use in widely separated places.

54. Emergency appliances.-- Every pilgrim ship shall be provided with the following additional emergency fire fighting appliances :--

Axes	2
Crowbars	2

One axe and one crowbar shall be kept in an appropriate place at the fore end of the ship and another crowbar and an axe shall be similarly placed in the after end of the ship, to be available in an emergency.

55. Fire drill.-- Fire drill shall be held not less than once a week on board all pilgrim ships and during such drill all fire appliances shall be put into use and the fact entered in the log book.

56. General.-- All fire-existing apparatus and appliances shall be in working order and available for immediate use before a pilgrim ship leaves port and at all times during the voyage.

57. Custody of fire apparatus and fire patrol.-- In every pilgrim ship the fire apparatus shall be placed by the master under the special charge of one of the principal officers of the ship and of the ship's carpenter, who shall both be held responsible that the apparatus is kept in a state fit for immediate use. As soon as possible after leaving port, the officers and crew shall be divided into parties and assigned to stations in case of fire.

58. Stowage of cargo and disposal of inflammables.-- (1) The cargo of every pilgrim ship shall, before she leaves port, be properly stowed away, and the decks shall be cleared of any loose straw, hay and other inflammable material. Any goods which are dangerous by reason of their inflammability or liability to explosion shall be stowed, subject to the provisions of any law or rules in force, in such manner as to safeguard the ship from danger of fire or explosion. The tanks of motor cars carried on the ship shall be drained before loading.

(2) Before a pilgrim ship leaves port, every pilgrim shall deliver up any lucifier matches, gunpowder, kerosine oil, petrol or other inflammable article in his possession.

59. Use of naked lights and smoking, etc.-- (1) Naked lights shall not be used in the holds or store rooms or between-decks of pilgrim ships, except under trustworthy superintendence.

(2) No person shall read in bed with a naked light.

(3) Casks or drums containing spirit shall not be opened in the holds but shall be hoisted on deck for the purpose.

60. Exemptions.-- In the case of pilgrim ship of less than 1,000 tons gross, when it is shown that adequate arrangements for the extinction of fire have been made and that it is neither practicable nor reasonable to enforce fulll compliance with the requirements of rules 41 to 59 inclusive, such relaxation as the Central Government may deem necessary may be granted.

60-A. The provisions of rule 8, sub-rule (1) of rule 29. Sub-rule (2) of rule 41 apply subject to any exemption in respect of them granted before the 1st January 1939, by the Central Government.

61
62 } Deleted.
63

Fittings and other appliances to be provided on the upper deck and in between-decks.

64. (1) The inspector shall see that sufficient ventilators are provided for the between-decks to give each pilgrim (a) in the upper between-deck 5 square inches and (b) in the lower between-deck 10 square inches of ventilation area exclusive of hatches and side scuttles, and the ventilators are so placed as to afford an equable diffusion of air through all parts. The ventilators of the lower between-deck must act separately from those of the upper between-deck and, if pilgrims are carried on a deck below the lower betweeen-deck such lower between-deck shall be ventilated by an approved mechanical system. Mechanical ventilation may be accepted, in place of natural ventilation but in all cases where it is proposed to place of natural ventilaion but in all cases where it is proposed to fit mechanical ventilation, full details of the arrangement with drawings shall be submitted for the approval of the Central Government.

(2) No pilgrim shall be accommodated on any deck lower than the first between-deck which is below the water-line.

65. Such provision shall be made for affording light to the between-decks by means of side scuttles as the circumstances of the case may, in the judgement of the Inspector, require. The pilgrims shall have the free and unimpeded use of the whole of every hatchway situated over the space appropriated to their use, and each hatchway shall be covered by such substantial gradins as shall, in the opinion of the Inspector, afford the greatest

obtainanble amount of light and air. Whenever such hatchway is used as a companion way to the between-decks there shall be erected over it a booby hatch to the satisfaction of the Inspector.

66. (1) Every pilgrim ship shall be lighted with efficient lighting by electricity to the satisfaction of the Inspector and shall carry at least six electric torches of a pattern approved by the Inspector to be utilised under the orders of the master of the ship for the purpose of providing illumination in the compartments occupied by pilgrims in the event of a failure of the main lighting arrangements.

(2) Every pilgrim ship the keel of which was laid on or after 1st July, 1933, and every pilgrim ship which was not certified for the carriage of pilgrims during a period of two years prior to that date shall be provided with two electric generators.

67. Efficient wind-scoops shall be provided for at least 25 percent of the opening scuttles on decks on which pilgrims are accommodated, at least two being provided in each separate compartment, and they shall be placed in position whenever weather conditions permit.

68. The number of pilgrims to be accommodated in any separate compartment shall be conspicuously marked on the bulkheads of such compartment in English and Urdu characters in the case of a ship sailing from Bombay and in English and Bengali characters in the case of a ship sailing from Calcutta.

69. The space to be occupied by pilgrims in any compartment shall be clearly demarcated by lines so as to divide it into small blocks capable of accommodating in accordance with the requirements of sub-section (1) of section 193 or of any order issued by the Central Government under the said sub-section, pilgrims in batches of 5, 8, 10, 12 or other numbers not exceeding 12. The number of pilgrims which every ship block is capable of accommodating shall be marked in that block in English and Urdu in the case of a ship sailing from Bombay and in English and Bengali in the case of a ship sailing from Calcutta.

70. On the upper deck as well as in every compartment in the between-decks to be occupied by pilgrims, there shall be provided an alley-ay at least 11 feet in width. Every such alley-way shall be clearly demarcated by lines.

71. Deleted.

72. The upper-deck of every pilgrim ship shall be either of wood, or of iron or steel sheathed with wood and caulked.

73. Each hatchway (a) shall be provided with an awning or a large tarpaulin tent which shall in bad weather be spread well over the hatchway and securely fastened so as to keep out rain out of the way; and (b) except where arrangements exist for lowering the derick boom in a way which will serve the purpose, shall also be fitted with a strong iron or wooden A-shaped frame for the support of such tent.

74. Every pilgrim ship have poop, quarter deck, waist and forecastle awnings complete and in good order, and six windsails distributed as the Inspector may direct. The awning and windsails shall be kept up so long as the weather does not render this impossible.

75. Strong ladders 2 1/2 feet wide with hand rails of a convenient height shall be provided for every hatchway used as such and not merely as a ventilator; and, as additional means of support for women and children knotted hand ropes shall be fastened conveniently near the ladders.

76. The space to be occupied by pilgrims shall be kept clear from obstructions of any kind whatever and thoroughly clean and dry ; nothing shall be slung up or stowed away between the beams. Every day while the pilgrims are on deck the between-decks shall be carefully cleaned and scrubbed with dry sand mixed with suitable disinfectants.

77. Bamboos, ropes or strong rails shall be securely fastened force and aft to the midship stanchions on the between-deck.

78. No timber or cargo of any kind, and only the necessary fittings properly secured and live-stock for consumption on the voyage, shall be allowed, on the upper-deck which shall, save as aforesaid, be exclusively reserved for the pilgrims.

79. No structural alteration such as the erection of deckhouses for the accommodation of pilgrims or the cutting of decks or side-plates, for ventilators, side scuttles, etc., shall be effected in any pilgrim ship unless it is carried out and approved by the Surveyor at the time o the survey of the vessel under Part III of the Act, a certificate from a Principal Officer of the Mercantile Marine Department that the alterations have been made with the permission and approval of the Surveyor shall be produced for the inspection of the Inspector.

Supply of cooked and uncooen food and water.

80. (1) Every pilgrim, other than a pilgrim of the lowest class, shall be provided by the master of the ship daily throughout the voyage with--

(i) morning tea;

(ii) breakfast;

(iii) luncheon;

(iv) afternoon tea; and

(v) dinner.

(2) Every pilgrim of the lowest class shall be provided by the master of the ship daily throughout the voyage with food on the following scale:--

(a) Morning tea--

(i) One cup of tea.

(ii) Two biscuits or one chapati, according to the pilgrim's choice.

(b) Day meal--

(i) Rice or chapatis, according to the pilgrim's choice in such quantity as the pilgrim may require.

(ii) One dish of Halal meat or a vegetable dish with a sweet dish, according to the pilgrim's choice.

(iii) Omitted.

(iv) Dal in such quantity as the pilgrim may require.

(v) Kachumar or pickles.

(c) Afternoon tea--

One cup of tea, and one biscuit or one piece of cake or sweet meat.

(d) Evening or night meal--

(i) Rice or chapatis, according to the pilgrim's choice, in such quantity as the pilgrim may require.

(ii) One plate of vegetable dish.

(iii) Dal in such quantity as the pilgrim may require.

(iv) Kachumar or pickles.

(3) Every pilgrim of the lowest class shall at the time of buying his ticket, inform the person who issues the ticket--

(i) whether he will take rice or chapatis for the day meal and the evening or night meal; and

(ii) whether he will have Halal meat or a vegetable dish and a sweet dish for the day meal.

81. Arrangements shall be made on every pilgrim ship to make available to pilgrims apart from the food to be supplied under subrules (1) and (2) of rule 80, the articles mentioned below, on payment of extra charges at the rate specified against each article:--

Name of article	Rate Rs.A.P.
Fowl (whole) with gravy	5 0 0 each
Fowl	1 8 0 per plate
Kofta	0 12 0 per plate
Halal Meat Korma	0 12 0 per plate
Biryani	1 8 0 per plate
Kabab Shami	0 2 0 each.
Sardines	0 12 0 each
Egg (boiled)	0 0 0 each
Egg (fried)	0 5 0 each
Kichri Pulao	1 4 0 each
Curry and Rice	1 8 0 each
Rice	0 8 0 each

Paratha	...	...	...	0 4 0 each
Chapati without ghee	...	....	...	0 2 0 each
Leavened Bread	...	...	...	0 6 0 each
Biscuits	...	...	...	0 2 0 each
Halwa or pudding	...	...	...	0 12 0 each
Sweetmeats	...	...	...	2 8 0 each
Dal	...	...	...	0 8 0 each
Tea (without milk)	...	...	...	0 1 6 each
Tea (with Milk)	...	...`	...	0 2 0 each
Cofee with milk	...	...	...	0 4 0 each
Soda water	...	...	...	0 3 0 each
Leemonade and other aerated water (sweet)	...			0 4 0 each
Lemon Sq Wash	...	...	...	0 6 0 each
Syrup (Lemon)	...	...	...	0 4 0 each
Butter	...	...	....	2 12 0 each
Ghee	...	...	...	3 8 0 each
Jam	...	...	...	2 0 0 each
Sugar	...	...	...	0 8 0 each
Chuttney	...	...	...	2 0 0 each
Oranges	...	...	...	0 4 0 each
Sweet Lemonade	...	...	...	0 5 0 each
Apples	...	...	...	0 8 0 each
Plantains	...	...	...	0 1 0 each
Hot water	...	...	...	0 1 0 each
Oats	...	...	...	0 4 0 each
Custard	...	...	...	0 6 0 each
Jelly Crystals	...	...	...	3 14 0 each
Cocon	...	...	...	0 4 0 each

Ovaltine ... ... 0 6 0 each

82. Any medicines or any articles of special diet for infants or invalid or sick persons brought by pilgrims for use during the voyage shall, when necessary, be cooked free of charge in the ship's kitchen.

82A. In case of illness during the voyage, the pilgrim concerned shall be entitled to have special dishes without payment provided that (a) the cost does not exceed the amount paid by him towards food charges, (b) the medical officer of the ship certifies that the special food is necessary and (c) the ingredients are stocked on board.

83. Cooking on board in pilgrims private stoves or sigrees shall be strictly forbidden.

84. (1) All cooks and attendant employed on board a ship for cooking and serving the pilgrims food shall be Muslims. The number of such cooks and attendants shall be such as the Inspector may consider necessary subject to a maximum of three per hundred pilgrims.

(2) Persons including coos, coos mates and all such as are employed in the preparation or handling of food and drink on boarda pilgrim ship shall, before each sailing, be examined medically by the medical officer of the ship or by such other medical officer as may be appointed for this purpose by the owner, agent or master of the ship and any such person found to be suffering from any infectious or contagious disease or to be a carrier of any infections or contagious disease shall not be employed on board a pilgrim ship. Those who are found fit, shall be granted a certificate in Form XIII and a duplicate copy of such certificate shall be supplied by the owner, agent or master to the Health Officer of the port of departure before the ship sails.

85. (1) All articles of food supplied to pilgrims shall be of good quality.

(2) No articles which may be objectionable according to Islamic Shariat shall be used in the preparation of food to be supplied to pilgrims.

86. Every pilgrim of the lowest class shall provide his own plates cups and other receptacles in which food may be served to him during the voyage.

87. In the case of pilgrims of the lowest class, the food to be supplied to them under sub-rule (2) of rule 80 shall be distributed at such places and subject to such arrangements as the Inspector may consider suitable.

88. Articles of food to be made available to pilgrims under rule 81 shall be kept for sale at a place approved by the Inspector and marked with a signboard written in bold letters in English and Urdu in the case of a ship sailing from Bombay and in English and Bengali in the case of a ship sailing from Calcutta announcing that articles of food can be produced there on payment. At the same place shall also be posted--

(i) a table in English and Urdu in the case of a ship sailing from Bombay or Karachi and in English and Bengali in the case of a ship sailing from Calcutta showing the articles of food which a pilgrim is entitled to get daily during the voyage under sub-rule (2) or rule 80; and

(ii) a list in English and Urdu in the case of a ship sailing from Bombay or Karachi and in English and Bengali in the case of a ship sailing from Calcutta showing the names and prices of the articles offered for sale in accordance with rule 81 and any other articles that may also be available for sale.

89. (1) Every pilgrim ship shall have on Board supplies sufficient in the opinion of the Inspector to ensure compliance with sub-rules (1) and (2) of rule 80 and rule 81 during the voyage.

(2) Every pilgrim ship shall, in addition to the supplies required under sub-rule (1) have on board, either as cargo or stores food sufficient, in the opinion of the Inspector to provide for the pilgrims in the event of an accident to the ship's machinery.

90. Each ship shall be fitted with a condenser or distilling apparatus of sufficient capacity to produce at least one and half gallons of drinking-water a day for every person on board of whatever age, including the crew.

91. No certificate under section 155 shall be granted unless the condenser can not only supply the minimum quantity of water prescribed under rule 90 for each person on board, but also yield every 24 hours 500 gallons of pure, cold water fit to drink.

92. The tanks for storing drinking water on board shall not be placed near the latrines. They shall be protected from all fifth, and shall be so closed that the distribution of the water can be effected only by means of "waste-not" taps fitted to the tanks. Such taps shall be in the proportion of 1 per 250 pilgrims or fraction of that number in excess of 250. Pilgrims shall be allowed to take water from the taps during four periods of two hours each as stated below namely:--

(I) 5 A.M. to 7 A.M.

(ii) 11 A.M. to 1 P.M.

(iii) 4 P.M. to 6 P.M.

(iv) 8 P.M. to 10 P.M.

Provided that the master of the ship when he considers it necessary may vary or reduce the periods specified in clauses (i) to (iv)

93. The water of any tank pronounced bad by the medical officer of the ship shall be immediately rejected and pumped out and the tank shall be cleaned out and disinfected before being re-filled.

94. If there is any doubt so to the quality of the drinking-water stored, or as to the possibility of its pollution, either at its source or in the course of the voyage, it shall be well boiled; and it shall be thrown into the sea as soon as it is possible to obtain a purer supply.

95. Every condenser or distilling apparatus shall have a separate engine for working the circulating cold-water pump, and under no circumstances shall this engine be used for any other purpose than that of feeding the boiler of the condenser.

96. Either upright or horizontal boilers may be used for condensers. Each boiler shall be furnished with a steam-gauge indexed to double the working pressure, a glass water-guage and two separate gauge cocks, one safe-valve and two mud-hole doors for the purposes of cleaning.

97. The boilers and all machinery connected with condensers shall be properly covered in, and every wooden bulkhead in the vicinity of the boilers or condensers shall be covered with sheet lead weighing 4 1/2 lbs. per square foot and securely fastened to such bulkhead.

98. All the piping in connection with the condenser, especially the main suction and the condensed water discharge-pipe, unless laid in such a position that no accident can occur, shall be securely encased.

99. The Inspector shall satisfy himself by actual expirement that the condenser is capable of performing the work required of it.

100. The Chief Engineer or some other competent person, to be approved by the Inspector, shall be appointed to have charge of the distilling apparatus and machinery connected therewith during the voyage.

Cargo.

101. (1) No petroleum as defined in the Indian Petroleum Act, 1899 (VIII of 1899), (except such petroleum as is necessary for use as fuel for the ship during the voyage and the return voyage to India) or explosive as described in the Indian Explosives Act, 1884 (IV of 1884), nor any inflammable oils, spirits, jute, cotton or coal (except such coal as is required for the voyage and the return voyage to India), nor any commodity likely, by reason of its quantity, quality or mode of stowage, to be prejudicial to the safety of th pilgrims, shall be carried on board any pilgrim ship.

(2) Where petroleum is carried in bulk for use as fuel for any pilgrim ship--

It shall have a flash point of not less than 150* Fahrenheit by Abel's close test and shall be carried in cellular double bottoms under engine and boiler compartments, or under ordinary holds or in peak tanks, deep tanks or bunkers of approved construction.

With each supply of oil taken on board a written guarantee shall be supplied by the vendor, and signed by a responsible official in his employ, of the actual close test flash point, the type of instrument by which the test was made being in every case specified. These particulars shall be carried in the engine room log.

102. Deleted.

103. No pilgrim ship carrying pilgrims from any port in Provinces of India and calling at any other port in the Provinces of India en route to the Hedjaz for the embarkation or disembaration of pilgrims or for the loading or discharge of cargo shall be delayed at the port of call, on account of the embarkation or disembarkation of pilgrims or the loading or discharge of cargo, for a period exceeding forty-eight hours.

Allotment of upper-deck space.

104. No cabin shall be provided for any pilgrim on the upper-deck unless space remains unallotted on that deck after providing the accommodation required for the permanent and temporary hospitals, latrines, and six superficial feet of arising space for every pilgrim on board. Such space as remains unalloted after making provision for these requirements may be reserved for the accommodation of pilgrim sin cabins containing not less than 16 superficial and 96 cubic feet of space per pilgrim. No pilgrim shall be furnished with reserved accommodation on the upper-deck except in a cabin.

105. The airing space on the upper-deck may be distributed among pilgrims of different classes in such manner as the master or owner may desire : Provided that the airing space allotted to any particular class of pilgrims shall be sufficient to provide at least six superficial feet of such space for every pilgrim of that class.

Amount and distribution of baggage.

106. (1) Pilgrims heavy baggage shall be registered and numbered and deposited in the hold before the ship leaves her moorings.

(2) Pilgrims shall be allowed to keep with them only such articles as are absolutely necessary and the articles so kept shall not exceed one maund (82 lbs.) in weight per pilgrim.

(3) If a pilgrim so desires, the master shall arrange for the safe custody of the pilgrim's valuables, except those of a bulky nature, during the voyage. A receipt shall be given to the pilgrim for the articles so received for safe custody and on presentation of the receipt the articles shall be returned to the pilgrim.

Hospital accommodation, medical stores, and arrangements for maintaining health, cleanliness and decency.

107. (1) The hospital accommodation required under section 195 shall be provided where convenient. A permanent hospital shall be provided for not less than 2 1/2 percent, of the pilgrims on board containing not less than six bunks and having a deck area of at least 32 superficial feet and dimensions of not less than 192 cubic feet per head. On every pilgrim ship on which there are 50 or more female pilgrims, there shall be a separate permanent hospital, containing not less than two bunks with a deck area of at least 72 superficial feet and dimension of not less than 432 cubic feet, which shall be reserved for the use of women and of children under 12 years of age. The hospitals shall be lighted and ventilated to the satisfaction of the Inspector and shall be provided with raised floors or platforms at least 4 inches off the deck when situated on an iron deck. If on deck they shall be made as secure as any other deck-house, and the deck roof shall be well caulked and covered with painted canvas.* No case of small-pox, cholera, yellow fever or plague shall on any account be treated in a permanent hospital. Permanent hospitals shall be used solely for the accommodation of sick pilgrims, and in so far as they are not required for the accommodation of such pilgrims, shall remain unoccupied.

(2) Every pilgrim ship shall be provided with mattresses, blankets, pillows and bed sheets in the proportion of one mattress, one blanket, one pillow and two bed-sheets for every 40 pilgrims. These articles shall as a rule be used only for non-infectious cases, and in the event of their being used at any time for infectious cases, they shall be destroyed immediately.

(3) Materials shall be carried for the construction on the upper-deck of a separate temporary hospital for the treatment of such cases of sickness as it may be considered desirable specially to segregate (such as small-pox, cholera, yellow fever or plague) and for use in the event of the permanent hospital accommodation becoming insuficient owing to any general outbreak of sickness. The part of the upper-deck upon which such hospital shall, if required, be errected, shall be pointed out and measured off by the Inspector. The framework of the hospital shall be either of iron (in pieces that can be easily fitted together) or of wooden spars or bamboos. The roof shall be tented, and both the roof and the side walls shall be made of stout canvas and be perfectly water-tight, due provision being at the same time made for ventilation.

Provided that when an Isolation hospital of quasi-permanent construction properly ventilated and fitted with electric light and either with fan points or with means of mechanical ventilation is provided on a pilgrim ship to the satisfaction of the Surveyor the more portable requirements as laid down for a temporary hospital may not be insisted upon.

That floor shall be raised at least 4 inches from the deck. The superficial area of the floor shall be not less than the greater of the following areas, namely:--

(a) 144 square feet, or,

(b) such area as will, together with the permanent hospital, accommodate four out of every hundred, or fraction of an even hundred, of the pilgrims on board the ship.

Materials shall also be carried for not less than four portable iron beds of the swinging type provided with means for securing them to the deck.

(4) Every hospital, permanent or temporary, shall be provided with a special latrine.

(5) In cases of sickness which it has been considered desirable to segregate no person other than the Medical Officer and the person or persons charged with the duty of looking after the patients shall have access to the patients and any person other than the medical officer and medical attendants referred to in rule 156 who has had access to the patients shall, so far as possible, be prevented from coming into contact with any other person on board.

108. A suitable dispensary to be approved by the Inspector shall be provided. The dispensary shall be kept open for three hours in the morning and two hours in the evening every day. Urgent cases shall be attended to promptly at any time of the day and night.

109. (1) Every pilgrim ship shall be provided with the articles specified in the first column of the annexed Table. If the number of pilgrims on board does not exceed one hundred, the quantity of each article to be provided shall be that specified in the corresponding entry in the second column of the said Table. If the number exceeds one hundred, the quantity shall be increased in proportion.

Table.

Sago.	5bs.
Arrowroot in tin case.	10 “”
Preserved milk* (1.lb.tins).	1dozen
Extract of meat in 2.oz.tins or jars.	1 lb.
Sugar.	5 lbs.
Rum.	1 quart bottle.

(2) Issues from these articles shall be made to pilgrims gratuitously as and when the medical officer may in his discretion direct.

110. (1) Every pilgrim ship shall be provided with the medicines, medical appliances and miscellaneous articles specified in the first column of Table A annexed hereto. If the number of pilgrims on board does not exceed one hundred the quantity of each medicine, medical appliance or miscellaneous article to be provided shall be that specified in the corresponding entry in the second column of the said Table A. Where the number of pilgrims exceeds one hundred, the quantity so specified shall be multiplied by the figure specified in the appropriate entry in the second column of Table B annexed hereto. The said medicines, medical appliances and miscellaneous articles, shall be employed with due regard to any instruction contained in the appropriate entry in the third column of the said Table A.

(2) Every pilgrim ship shall in addition be provided with 1 1/2 c.cs. of Lister anti-plague vaccine or 4 c.cs. of Haffkine anti-plague vaccine for every person on board who has not been certified by the Port Health Officer to have been protected against plague, by inoculation immediately before embarkation. Anti-plague vaccine shall be administered in accordance with the instruction enclosed with the phials containing it. Ordinarily in the case of adults Lister anti-plague vaccine shall be administered in two doses of 1/2 c.c. and 1 c.c. respectively and Haffkine anti-plague vaccine in a single dose of 4 c.c. or 3 c.c. according as the vaccine is or is not more than three months old. The vaccine shall be kept in cold storage and used when required and shall be discarded in accordance with the date of expiry on the phials under the order of the Sanitary authority of the port.

(3) No payment shall be demanded or received by any medical officer or attendant from any pilgrim on account of medical attendance, treatment or supply of medicines during the voyage.

TABLE A

Wei
ght and Measures of the British Pharmacopoeia.

Name of mediocine, Medicinal appliances of miscellaneous articles.	Quantity per hundred pilgrims.
1.	2.
Acriflavine powder	Ons drachm (60 grains).
Acidum, Boricum	2 1/2 oz.
Acidum accetyl-Salichlicium	5 gro.tablets--
Acidum, Carbolicum liqefactum	1 1/2 oz.
Acidum Nitro-hydrochlorioum dilllutum	1 ounce
Acidum, Sulphuricum Dilutum	2/3 oz.
Adrenaline ampoules 1 c.c. each	One box of six per vessel.
Aether, anaesthetic, 20 c.c. phial	3 per vessel
Ammonii Chloridum	1 oz
Ammonil Carbon as	1 1/2oz
Antiphlogistine	1 lb
Argenti nitras	3 point of I/4 oz each per vessel
Atropine Sulph hypodermic tablets grain1/50	1/2 tube of 25 tablets.
Argyrol (10 per cent, solution)	1 oz
Crandy	1 oz
Bismulthi subnitras	2/3 oz
Berax	2/3 oz

Caffeine Citras	1/2 oz
Calcilactes	1/2 oz
Calcium Gluconate 5 p.c.	3 ampoules of 10 c.c. each
Calomel	1/2 oz
Camphora	2/3 oz
Choloral Hydras	1/2 oz
Chlorodyne	3 oz
Chloroformum, anaesthetic	1 1/4 oz
Cholotone (Parke Davis & Co.)	1/4 oz
Chrysarobinum	1/4 oz
Cocaine Solution. 10 p.c.	1/4 oz
Coranaine	1/2 box of six ampoules
Creosotum	1/8 oz
Dextrosal Powder	4 oz
Distilled water ampoules 10 .c.c each	3 ampoules
Digitan, ro. 1/100	16 tablets
Emetine hydrochloride gr. 4 1/2	1 tube of 25 tablets
Eserine	1 drachm
Ethyl Chloride	1 tube
Epredrine Hydr. Tablet 1/2 grain	50 tablets per ship
Extract gentian.	1/ 8 oz
Glycerinum.	1 1/2 oz
Glucose.	4 oz
Glucose 25 p.c. injection solution in ampoules of 10 c.c.	6 ampoules
Glucose Saline, 20 p.c. in 25 cc. Ampoules	12 per vessel
Hydragyrun cum-crets	2/3 oz
Hyertonic Saline	200 tablets per Vessel
Insulin	500 Units per ship
Tablets Hypodermic morphine gr. 1/6 th	16 tablets
Linimentrum Camphorse compositum	2 1/2 oz

Liquid Adrenalin Hydrochloride	1 oz
Liquid Extract of Ergant	2/3 oz
Liquid parafin.	1/2 lb
Liquor Ammonil acetatis	8 oz
Liquor arsenicalis	1/8 oz
Liquor atropinae sulphatis	1/8 oz
Liquor hydrargyri perchloridi	1/2 oz
Liquor hydrogenii peroxide	6 oz
Liquor morphinse hydrochloridi	2/3 oz
Liquor plumbi subscetatis fortie	3 oz
Liquor strychininse hydrochloridi	1/2 oz
M & B 693 (Dagehan)	50 tablets
Magnesi carboas	1/8 oz
magnesi sulphas, in tins	4 lbs
Mapaerine tablets	5 dozens
Novocaine (one per cent solution)	1 oz
Oleum eucalypti	1/2 oz
Oleum mentheae piperitse	2/3 oz
Oleum ricini	2 1/4 oz
Paludrine tablets	10 dozens
Pencillin Sodium	One million units per ship
Pencillin Sodium	Two bulls of 200000 un and wax
Phenacctin	2/3 oz
Pill Blaud (or equivalent e.g. Fersolate)	40 tablets
Pilila colocynthidis at byoscyani	2 dozen
pitlutrin 1 c.c. ampoules	Box of 6 per vessel
Potassil bromidum	1 1/2 oz
Potassli citras	2 1/2 oz
Potassil iodidum	2/3 oz
Potassli Permanganas	3 oz

Pulvis creta aromatic	1/2 oz
Pulvis ipeeacuanhae, 5 gr. Powders	1 1/2 oz
Pulvis jalapae compositus	4 ampoules
Qunine sulphas in bulk	2 1/2 oz
Satol	1/4 oz
Santonin	1/16 oz
Sodii selicylas	2 oz
Spirtus aetheirs nitrosi	2/3 oz
Spiritus ammoniae aromeations	2.1/3 oz
Spiritus rectificatus	1 1/2 oz
Strychainae hydrochloridam gr.1/100	10 oz
Tananfax	16 tablets
Tineture B lladona	1 tube of 50 tablets
Tincture benzoini composits	50 tablets
Tincture Cardamomi composits	100
Tincture comphorse composits	1/4 tube of 25 tablets
Tinctura hyoscyami	2 large tubes
Tinctura iodi (ethyl.)	1/2 oz
Tinctura nucis vomicae	1/4 oz
Tinctura opil	1 1/4oz
Tinctura quinine ammoniats	1 1/4 oz
Tragacantha powder	1 1/4 oz
Unguentume Gallac cum opio	1/2 oz
Unguentum hydrargyri ammoniati	2/3 oz
Ungauentum hydrargyri oxidifiavi	2 1/2 oz
Unguentum sulphuris	2 1/2 oz
Unguentum zinci	1 oz
Urotropine	1/2 oz
Vaseline	2 1/2 oz
Vinum ipecacuanhae	2 1/2 oz

TABLE A -- concld.

1.	2.
Miscellaneous articles	
Adhesive plaster (in the case) or Blastoplast in lieu	1 1/2 yard
Anti dipatheria serum	100000 units in 10
Antiseptic gauze	1 1/2 yard
Antitetanus scrum	100,000 units in 10 per vessel
Bandages (roller)	1 dozen
Bed pen (metal)	1
Bed urinal	1
Bongers Food or Horlicks malted Milk	8 oz
Bottles, mixture, empty, 6 oz	100
Calico	2 1/2 yards
Cholera Vaccine	80 doses per vessel.
Corks for bottles	1 dozen
Cotton wool (country) antiseptic	1 1/2 lbs
Empty Gelatin capsules	50
Flannel	2 yards
Fooding cup with narrow spouts	2 per vessel
Fresh vaccine lymph	6 tubes
Liat	5 yards
Papers for powders, etc.	1 quire

TABLE B.

Number of pilgrims on board	Figure by which quantity for one hundred pilgrims to be multiplied.
From 101 to 250 Pilgrims	1 1/2 times
From 251 to 400 Pilgrims	Twice.
From 401 to 550 Pilgrims	Thrice
From 551 to 750 Pilgrims	Fourt times.
From 751 to 950 Pilgrims	Five times.
From 951 to 1,151 Pilgrims	Six times.
From 1151 to 1350 Pilgrims	Seven times.
From 1351 to 1550 Pilgrims	Eight times.
From 1551 to 1759 Pilgrims	Nine times.
From 1751 to 1959 Pilgrims	Ten times.
From 1951 to 2150 Pilgrims	Eleven times.
From 2151 to 2350 Pilgrims and so on	Twelve times.

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111. Every pilgrim ship shall be provided with the disinfectants instruments and articles specified in the first column of the annexed table, the quantity of each disinfectant and the number of each instrument or article to be provided, being that specified in the corresponding entry in the second column.

TABLE

Name of disinfectants and instruments, etc.	Quantity or number per Ship.
1.	2.
Disinfectas	
Bleaching powder (packed in Jar)	20 lbs.
D.D.T. Powder	4 lbs.
Dettol	4 oz per 100 pilgrims
Fresh slaked lime	20 lbs
Methylated alcohol	5 gals
Saponified oresol	50 gals
Sulphur	22 lbs
Instruments and other Articles	
Artery forceps (in addition to the one already supplied in pocket dressing case)	1
Bard Parker knife and packed of the blades	1
Boxes, chip, for ointment (1 or each)	18
Catheter India rubber Nos.2,4, 6 and 10	1 set
Catheter silver (No. 8 size)	1 set
Chloroform mask with mouth gas	1
Clinical thermometer (in addition to the one already supplied in pocket dressing case)	2
Dental syringe with three assorted needles	1
Dispensing bottles	12 each
Douche can	1
Enamled bowl	2
Enamelled tray	2
Enamelled feeding cups	2
Enema cap	1
Esmarchs tourniquet	1
Eye cup	1
Eye spud	1
Glass measures 2 oz.	1
Glass measures 2 drachms	2
Hot water bottle or bag	2
Infusion pot	1
Midwifery forceps	1 pair
Penknife	1
Pestle and Mortar(brass)	1
Pestle and Mortar (wedgwood)	1
Pocket dressing case to contain 1 probe, 1 director 1 female eatheter, 1 clinical thermometer (in case)	1 pair

of scissors, 1 dressing forceps (plated), 6 suture needles
1 artery forceps, 1 Symes abscess knife, 1 straight
and 1 curved histuory in 1handle, 1 lancet (bleeding), silk
thread for sutures (20 grains) 1
One dressing forcep 1* Additional to
that in a pocket dressing
case.
Rubber gloves 3 pairs
Sealed glass tubes with needles and catgut 3 per ship in
different sizes
Scales and weights(grains) 1
Scissors (shop) 1
Spare weight (grains) 1 net.
Spare needles for hypodermic syringe 20 minim 0
Spatula 1
Spirit lamp, glass, 2 ounces 1
Splints (common) 1 set.
Steriliser for surgical instruments, small 1
Stethoscope 1
Stomach tube with gag 1 per ship
Stretcher (on efficient carrying stretcher of approved
type preferably "Naval" 1
Syringe, car powter 1
Syringe, enema, patent 1
Syringe Record 5 c.c. with 2 needles 2
Syringe Record 10 c.c. with 2 needles 1
Syringe, urethral (male) 1
Syringe, urethral (female) 1
Sphygmomanometers 1
Test tubes 4
Tongue depresser 1
Tongue forceps 1
Transfusion apparatus 1

Tooth Forcepts

Upper incisors 1
Lower incisors 1
Lower motor 1
Upper moral right 1
Upper moral left 1
Transfusion apparatus for intravenous saline and
a sufficient supply of hypertonic saline in tablet form 1
Water proof sheets 6

For Urine Analysis

Acetic Acid 2 oz
Acit Nitric cone 2 oz
Bendicts solutions 2 oz
Liquor potassae 2 oz
Litmus paper blue & red 1 box of each
Pipette 1
Test tubes stand 1
Urinometer 1
Urine glass 1

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112. The following certificates showing that medicines, etc., have been duly applied and received according to the requirements of rules 110 and 111 shall be produced before the Inspector at the time of the inspection:--

(1) Certified that we have supplied medicines, etc., for pilgrims proceeding to in the S.S. according to the prescribed scale [or we have supplied medicines, etc., so as to make up deficincies in existing stock up to the prescribed scale].

Dated Chemists.

(2) Certified that I have carefully compared the prescribed scale with the medicines, etc., examined by me on board the pilgrim ship and am satisfied that the supply is correct for the use of pilgrims.

Medical Officer.
Health Officer.

Dated Ship

113. (1) Every pilgrim ship shall carry a disinfecting stove approved by the Health Officer of the port in the provinces of India at which the voyage is to commence.

(2) Articles of bedding, carpets and clothes which have been used by patients affected with cholera, plague, dysentary or any other infectious disease or by persons who have had access to such patients shall, if their value is negligible, be thrown into the sea or if the ship is in a port or canal be destroyed by fire. If their value is more than negligible, they shall immediately be carried for disinfection to the disinefecting stove in impermeable bags sprinkled with a solution of corrosive sublimate and shall be disinfected under the supervision of the Medical Officer.

(3) The excreta and dejecta of persons showing symptoms of cholera, plague, dysentery or any other disease, who are not able to use the hospital latrines shall be collected in vessels containing a disinefecting solution, and vessels shall be emptied into the hospital latrines which shall be thoroughly disinfected every time this is done.

(4) Articles other than those specified in sub-rule (2) which have come into contact wiht persons suffering from cholera, plague, dysentery or any other infectious disease shall be thoroughly disinfected in the following manner:--

(a) Articles so contaminated or suspected of being so contaminated shall, unless they are liable to be destroyed by exposure to heat, be disinfected in the disinfecting stoves under pressure, the stove being maintained at a temperature (to be tested during each operation) of 220* Fahr. and the articles being exposed to this temperature for 15 minutes.

(b) Articles liable to be destroyed by exposure to the heat of a disinfecting stove, such as metals, leather, tables, lockers, etc., shall be disinfected by being washed with disinfecting solution.*

(5) Ships on which cases of cholera, plague dysentery or any other infectious disease have occured shall be disinfected in the following manner:-

(a) The cabins and all parts of the ship occupied by patients suffering or suspected to be suffering from any such disease shall be emptied, and all articles removed and disinfected in accordance with sub-rule (4).

(b) The interior sides, bulkheads, floors and decks of the ship shall be washed with corrosive sublimate solution with the addition of 10 percent of alcohol (i.e., one gallon of methylated alcohol to every ten gallons of the corrosive sublimate solution) and two hours after washing, shall be scrubbed, and then thoroughly washed down with plenty of water.

(c) The hold of the ship shall be strewn from time to time with a sufficient quantity of iron sulphate to neutralise the sulphuretted hydrogen, and the water in the hold shall then, unless the ship is in dock, be pumped out and the hold washed with sea-water and sprinkled with corresive sublimate solution.

114. (1) Every pilgrim ship shall keep on board such stock of the undermentioned materials as may, in the opinion of the Inspector, be sufficient to provide for the burial of at least two percent of the pilgrims, with due regard to the requirements of sub-rules (2) and (4) :--

Long cloth for shrouds.

Bath soap (not second)

Ritha (Soap berries)

Soorma.

Rose Water.

Atar (Rose).

Agar batti(Ambari).

Abir.

Lohan (Benzoin).

Camphor.

Cotton.

A wooden plank with short legs.

A set of screens to form an enclosure while a corpse is being washed.

A brass jug.

A pan or degchi for boiling water.

Scissors.

Needle and thread for sewing shrouds.

(2) When a pilgrim dies on board, the master sahll issue materials for the burial of the corpse in accordance with the scale given below.

Long cloth (if the deceased is a male)-- 13 yards.

Long cloth (if the deceased is a female)-- 20 yards.

Bath soap (if the deceased is a male)-- 1 cake.

Ritha (if the deceased is a female)-- 4 chhattaks.

Soorma (if the deceased is a female) -- 1 penny weight.

Rose water-- 1 pint.

Atar (Rose)-- 1/10th tola.

Agar batti (Ambari)-- 25 sticks.

Loban (Benzoin)-- 1 chhattak.

Camphor-- 1/2 chhattak.

Cotton-- 1 chhatak.

Thread-- As much as required.

Abir-- 2 seers.

(3) The price to be charged by the master for the issue of the materials mentioned in sub-rule(2) shall be fixed from time to time by the Central Government in respect of the province in which the port of departure pilgrim travelling by the ship or any other persons on board are willing to bear the charge, the master shall receive the price of the materials from them. If he does nto receive payment of the price from any friends or relatives of the deceased or from any other person on board, he or the owner or agent shall be entitled to receive payment of the price from the Port Haj Committees of the port at which the deceased pilgrim had embarked.

(4) No charge shall be made by the master for the use of the wooden plank, screens, jug, pan or degchi, scissors and needle being used in each case of burial till they are again required for use in another case of burial and shall not be used for any other purpose : Provided that the wooden plank, jug, pan or degchi, when used in connection with the burial of a pilgrim whose death was due to infectious disease, shall either be destroyed or disinfected under the direction of the medical officer of the ship.

115. (1) In the event of a death from an infectious disease the corpse shall be wrapped in a shroud impregnated with a disinfecting solution and be committed to the sea. Only Muslim members of the staff of the ship shall attend to this work.

(2) In the event of a death from any cause other than infectious disease, the friends or relatives of the deceased on board shall, if they so desire, be permitted to undertake the washing and shrouding of the corpse. When there are no such friends or relatives on board willing to undertake this work, the master shall invite volunteers from other pilgrims, pereferably from those who come from the same province or country as the deceased, and, if no volunteers come forward, the corpse shall be washed and shrouded and committed to the sea by Muslim members of the ship's staff.

(3) Care shall be taken to secure that all burials at sea are conducted in an orderly and decent manner and, if possible, out of sight of sick pilgrims in the ship's hospitals and an opportunity shall be given to the pilgrims on board to offer funeral prayers.

(4) In normal circumstances, at the time of committing a corpse to the sea, the ship shall be slowed and the crews shall be completely stopped for such time as the master may deem fit.

(5) Fire-bars shall be used for sinking a corpse and the use of lumps of coal for this purpose shall be avoided.

116. Pilgrims shall air their clothing, blankets, etc., as often as they are required to do so by the medical officer.

117. (1) The following articles and appliances shall be kept on board a pilgrim ship on the scale shown below:--

Scales and weights or a spring balance . . .	1
Block tin saucepans for hospital use exclusively from 1 pint to 1 gallon.	3
Tin pots for pilgrims suffering from sea sickness . .	3 for every 100 pilgrims
Buckets (galvanized iron)	2 for every 100 pilgrims
Tin or enamel plates	30
Desert spoons, iron tinned.	30
Tin or enamelled mugs half pint.	30
Receptacles (covered) for rubbish. . . .	2 in each separated compartment of the vessel for pilgrims of the lowest class.
Qibla indicator (Qibla Numa).	1 in each main compartment of the vessel.
Soap.	1 lb. Per pilgrim.
Safety lanterns with lock and key to each. . .	3 for hatchways. 1 for each latrine. 1 for hospital. 1 for surgeon.
Oil with wicks, or candles to fit lantern. . . .	Sufficient for all lanterns to burn at least five hours of every night of the voyage.

(1A) The Receptacle (covered) for rubbish referred to in sub-rule (1) shall be of an approved pattern strongly made of galvanised iron, 2 feet in depth and 18 inches in diameter with two side handles, and a strong fly proof lid, made in two hingod sections opening and shutting automatically.

(2) Every pilgrim who so desires shall be provided, free of charge, by the Master of the ship with half a pound of soap for use on the outward voyage and a half a pound of soap for use on the inward voyage.

118. (1) Every pilgrim ship shall be fitted with a sufficient number of latrines for the exclusive use of pilgrims to the satisfaction of the Inspector. The latrines shall be screened from public view and readily accessible and shall be provided with seats at the following rates, in proportion to the total number of pilgrims which the ship can accommodate, namely not less than 3 for the first 100 and 3 for every additional 100 or fraction of that number in excess of 100. If there be any females among the pilgrims, a proportion of seats shall be screened off and set apart for the exclusive use of females at the rate of 3 for the first 100 females and 3 for every additional 100 or fraction of that number in excess of 100.

Provided that in the case of a ship which is used for the carriage of pilgrims for the first time on or after the 1st December 1949, the proportion of latrine seats to the total number of pilgrims shall not be less than 4 for the first 100 and 4 for every additional 100 or fraction of that number in excess of 100.

(2) In the latrines provided for use of male pilgrims, such number of seats, as the Inspector may direct, shall be set apart for the exclusive use of male pilgrims travelling by the first or second class.

(3) In the latrines provided for use of female pilgrims, such number of seats, as the Inspector may direct, shall be set apart for the exclusive use of female pilgrims travelling by the first or second class.

(4) Latrines shall not be allowed either in the between decks or in the holds. They shall be in a convenient and accessible place on the upper deck and, in the case of temporary latrines, they shall be constructed of steel or other durable material approved by the Central Government and shall be placed close up to the bulwarks or rails. No latrine shall project over the ships side. Every latrine shall be divided into separate and private compartments and each compartment shall not be less than 3 feet by 2 feet in area and shall have a separate entry fitted with a door consisting of two shutters which can be secured with a hook or bolt from the inside. Every compartment shall be well ventilated by means of such openings as will not interfere with privacy and shall be provided with efficient llighting to the satisfaction of the Inspector.

Provided that in the case of a ship which is used for the carriage of pilgrims for the first time on or after the 1st December 1949, each compartment shall not be less than 3 feet 9 inches in length and 3 feet in width and the door of the compartment shall consist of two shutters.

(5) All latrines shall be of a design approved by the Central Government. They shall be maintained in good order and shall be disinefected not less than three times a day when pilgrims are on board.

(6) Not less than two sweepers shall be employed on every pilgrim ship, and one additional sweeper shall be employed for every 100 pilgrims in excess of 100 up to a maximum of five sweepers when the total number of pilgrims does not exceed 1,000. For every 100 or fraction of 100 pilgrims in excess of 1,000 one additional sweeper shall be employed up to a maximum of eight sweepers.

119. (1) In all pilgrim ships at least fouor adequately screened washing places shall be provided on the dec, a sufficient number being reserved exclusively for women.

In the case of ships intended for service as pilgrim ships the keels of which are laid on or after the 1st September 1938 or ships which enter the pilgrim trade on or after the date, there shall be provided on the deck at least one adequately screened washing place per two hundred and fifty passengers the ship is certified to carry. A sufficient number of these washing places shall be reserved exclusively for women.

(2) The washing places shall be supplied with pipes fitted with taps or nozzles able to yield a continuous supply of sea water with pressure even when the ship is at anchor : these taps or nozzles shall be in the proportion of 1 for every 100 pilgrims or fraction of that number in excess of 100.

(3) Of the washing places provided for use of male, pilgrims, such number, as the Inspector may direct, shall be reserved for the exclusive use of male pilgrims travelling by the first or second class.

(4) Of the washing places provided for use of female pilgrims such number, as the Inspector may direct, shall be reserved for the exclusive use of females pilgrims travelling by the first or second class.

119A. (1) In the case of a ship which is used for the carriage of pilgrims for the first time on or after the 1st December 1949, there shall be provided on the deck a ladies dressing room of the size 10 feet by 10 feet. The dressing room shall be adjacent to the washing places reserved for women and if possible there shall be an intercommunicating door or passage between the washing place and the dressing room.

(2) In ships other than those referred to in sub-rule(1), the ladies dressing room shall be provided as soon as they are fitted with bunks.

120. The crew of the ship shall not be allowed to use the latrines and washing places intended for pilgrims, while pilgrims are on board, and the latrines and washing places reserved for the use of any particular class of pilgrim shall not be allowed to be used by any other class of pilgrims.

Medical Inspection.

121. The medical inspection of pilgrims shall unless in exceptional circumstances the Port Health Officer otherwise directs,

(a) be carried out only between sunrise and sunset;

(b) commence on the day on which embarkation is permitted to commence, and at an hour fixed by the certifying officer in consultation with the Health Officer of the Port;

(c) close not less than half an hour before the time the ship is required to leave the dock, pontoon or jetty.

121A. The medical inspection of pilgrims shall take place at the place appointed by the Port Health Officer for the purpose.

121B. Duiring the time fixed for medical inspection or after the bill of health has been given, no person shall be permitted to board the vessel without the permission of the Port Health Officer.

121C. The medical inspection of female pilgrims shall be carried out either by lady doctors or, under the supervision of the medical officer appointed for the purposes of section 206,by women appointed by the Public Health Commissioner with the Government of India in this behalf.

122. No articles found or suspended by the medical officer referred to in rule 121 to have been contaminated by persons suffering from cholera or choleric indisposition, or from a disease which in his opinion is dangerously infectious or contagious, shall be taken on board a pilgrim ship until they have been disinefected under his order in the manner prescribed in sub-rule (4) of rule 113.

123. No pilgrim otherwise entitled to embark shall be prevented from embarking save for a cause specified in section 203, subsection (2).

123A. (1) Pilgrims shall proceed on board immediately after medical inspection and shall not thereafter leave the ship before sailing.

(2) if any pilgrim acts in contravention of sub-rule (1) he shall not, unless the Port Health Officer otherwise directs, be received on board unless and until he has been medically re-inspected.

Pilgrims-passes, pilgrim-deposits and pilgrim-tickets.

124. (1) Every intending pilgrim shall obtain from the authority appointed in this behalf by the Central Government in respect of the locality in which he resides or of the locality in which the port of embarkation is situate, a pilgrim-pass in Form V and shall present the same for registration to the Executive Officer of the Port Haj Committee of the port of embarkation.

(2) A fee of six rupees shall be charged for the registration of a pilgrim pass at the port of embarkation and the proceeds from the fee shall be credited to the Haj Fund at the disposal of the Port Haj Committee of such port.

125. (1) If any pilgrim who has obtained a pilgrim-pass under sub-rule (1) of rule 124, loses it at any time before embarkation for the outward voyage, the authority appointed under that sub-rule by the Central Government in respect of the locality of the province in which the port of embaration is situate, may, after making such enquires as it may deem fit, issue a fresh pilgrim-pass to such pilgrim. The provisions of these rules shall then apply to such pilgrim-pass shall be deemed to have been cancelled and shall be null and void for all purposes.

(2) All available particulars regarding any pilgrim-pass, which has to be deemed as cancelled under sub-rule (1), shall be promptly reported by the authority referred to in sub-rule (1) to owners or agents of ships conveying pilgrims and to His Majesty's Representative at Jedda.

126. (1) The person with whom the sum referred to in clause (b) of section 208A shall be deposited shall be the Executive Officer of the Port Haj Committee of the port at which the pilgrim proposes to embark.

(2) When such sum is deposted by any pilgrim, the Executive Officer shall state, in words and in figures, the amount deposited and sign the statement in the space provided for this purpose in the pilgrim-pass of such pilgrim.

(3) The amount received by the Executive Officer from any pilgrim as a deposit under this rule shall be entered in a separate account and shall not, unless and until it is credited to the Haj Fund under sub-rule (2) of rule 148, be utilised for any purpose other than--

(a) the payment of a refund to the pilgrim or to his nominee or legal representative, in accordance with these rules;

or

(b) the payment to the master, owner or agent of the ship by which the pilgrim returns to India, of the cost of the pilgrim's return passage from Jedda.

127.(1) For the purposes of the provision to section 208A the "prescribed Person" means the Executive Officer of the Port haj Committee of the port at which the pilgrim proposes to embark.

(2) When any pilgrim has been exempted from the substantive provisions of section 208A in accordance with the proviso to that section, the person granting such exemption shall briefly state the reasons for the exemption and sign the statement in the space provided for this purpose in the pilgrim-pass of such pilgrim.

128. The cost of a ticket issued to a pilgrim other than a pilgrim under seven years of age shall include the fixed sanitary and quarantine dues leviable at Kamaran on the outward voyage in respect of such pilgrim, and the cost of a ticket issued to any pilgrim shall include the sanitary and quarantine

dues, if any, for the time being leviable at the port of destination on the outward voyage in respect of such pilgrim.

129. (1) The ticket which a pilgrim is under sub-section (1) of section 208 entitled to receive--

(a) shall be issued from a book with counterfoils,

(b) in the case of a return ticket, shall contain separate portions covering the outward and return journeys, respectively,

(c) shall be denoted by a serial number stamped on the ticket, and, in the case of a return ticket, on each separate portion thereof, and also on the counterfoil,

(d) shall be of canvas, stout paper or parchment and shall be not less than 4 1/2 inches in length and not less than 3 inches in width; provided that in the case of a return ticket, each portion shall be not less than 4 1/2 inches in length and not less than 3 inches in width,

(e) shall show the name of the ship on which the outward voyage is to be performed and the advertised date of its sailing.

(2) On the ticket, or in the case of a return ticket on each portion thereof, and also on the counterfoil, there shall be inscribed in ink--

(a) the date of the issue of the ticket,

(b) the name and father's name of the holder, or if the holder is a married female or a widow, the name and father's name of her husband or deceased husband, with the words 'wife or' or 'widow of', as the case may be, prefixed,

(c) the registration number (at port of embaration) of the pilgrim-pass of the holder.

(D) the total cost of the ticket with a statement of the sanitary and quarantine dues referred to in rule 128,

(e) a statement to the effect that pilgrims under seven years of age are exempt from the payment of Kamaran quarantine dues,

(f) a statement showing the number of meals the holder is entitled to be supplied with daily during the voyage,

(g) a statement to the effect that, in addition to the food which every pilgrim is entitled to receive during the voyage under sub-section 2 of section 208B, additional articles of food will be procurable on board the ship on payment.

(3) The particulars specified in clause (b) of sub-rule (2) shall be written in English and Urdu. The particulars specified in clauses (d), (f) and (g) of the said sub-rule shall be written in English and Urdu in the case of a ship sailing from Bombay and in English and Bengali in the case of a ship sailing from Calcutta. The particulars specified in the remaining clauses of the said sub-rule shall be written in English.

130. No ticket shall be issued to a pilgrim who does not produce his pilgrim-pass duly registered at the port of embarkation and no single ticket for the outward voyage from a port in the provinces of India, by the lowest class available on a ship, shall be issued to a pilgrim unless his pilgrim-pass bears either the statement referred to in sub-rule (2) of rule 126 or the statement referred to in sub-rule (2) of rule 127, duly signed.

131. When a ticket is issued to a pilgrim, the person issuing the same shall write the class and serial number of the ticket and the name of the ship by which the outward voyage is to be performed in the spaces provided for this purpose in the pilgrim-pass of such pilgrim, and, if the ticket is a return ticket, he shall also state, in the space provided for this purpose in the pilgrim-pass, the date of the issue of the return ticket and sign the statement.

132. It shall be the duty of the master to ensure that no pilgrim is received on board in contravention of the provisions of section 208A.

133. Every pilgrim on landing at Jedda, shall present to His Majesty's Representative at that place, for registration--

(1) hsi pilgrim-pass* ; and

(2) if he is in possession of a return ticket, such return ticket .

134. If any pilgrim loses his pilgrim-pass at any time after his embarkation at a port in the Provinces of India and before it is presented to His Majesty's Representative at Jedda for registration, such pilgrim may apply to His Majesty's Representative at Jedda for the issue of a fresh pilgrim-pass. If a fresh pilgrim-pass is issued the provisions of these rules shall apply to such pilgrim-pass as if it were the original pilgrim-pass and the original pilgrim-pass shall be deemed to have been cancelled and shall be null and void for all purposes.

135. If any pilgrim loses his pilgrim-pass after having delivered deposit-paid receipt to His Majesty's Representative at Jedda, for safe-custody, such pilgrim may apply to His Majesty's Representative at Jedda for the issue of a fresh pilgrim-pass. If a fresh pilgrim- pass is issued, the original pilgrim-pass shall be deemed to have been cancelled and shall be null and void for all purposes.

136. (1) When a pilgrim who is not in possession of a return ticket but who has made the deposit referred to in clause (b) of section 208A during the previous eighteen months and has delivered to His Majesty's Representative at Jedda, for safe custody, the deposit-paid receipt bearing the statement referred to in sub-rule (2) of rule 126, desires to embark for the return voyage from Jedda, he shall request His Majesty's Representative at Jeddah to secure for him a ticket for the return voyage.

(2) Every ticket issued to a pilgrim in compliance with a request made by him under sub-rule (1)--

(a) shall be denoted by a serial number stamped on the ticket;

(b) shall be of canvas, stout paper or patchment and shall be not less than 4 1/2 inches in length and not less than 3 inches in width and

(c) shall have inscribed on it in ink--

(i) the name of the ship by which the return voyage is to be performed.

(ii) the date on which the ship is due to sail from Jedda;

(iii) the name, and father's name of the pilgrim, or if the pilgrim is a married female or a widow the name and father's name of her husband or deceased husband with the words 'wife of' or 'widow of' as the case may be, prefixed;

(iv) the registration number (at Jedda) of the pilgrim pass of the pilgrim;

(v) the name of the port at which the pilgrim is to disembark;

(vi) a statement showing the number of meals the pilgrim is entitled to be supplied with , daily during the voyage; and

(vii) a statement to the effect that, in addition to the food which every pilgrim is entitled to receive during the voyage under sub-section (2) of section 208B, additional articles of food will be procurable on board on payment.

(3) The particulars referred to in sub-clause (iii) of clause (a) in sub-rule (2) shall be written in English and Urdu. The particulars referred to in sub-clauses (vi) and (vii) of the said clause shall be written in English and Urdu in the case of a ship proceeding to Bombay and in English and Bengali in the case of a ship proceeding to Calcutta. The particulars referred to in the remaining sub-clauses of the said clause shall be written in English.

(4) Within one month from the date on which the master, owner or agent of a ship, by which a pilgrim who had made the deposit referred to the clause (b) of section 208A returns to India, presents the deposit-paid receipt of such pilgrim, duly endorsed by His Majesty's Representative at Jedda to the Executive Officer of the Port Haj Committee of the port in the Provinces of India at which the pilgrim had made the said deposit the Executive Officer shall pay to such master, owner, or agent, the amount of the deposit, as cost of the pilgrim's return passage from Jedda.

137. (1) When a pilgrim who had purchased a return ticket within the previous eighteen months and delivered such ticket to His Majesty's Representative at Jedda for safe custody desires to embark for the return voyage from Jedda, he shall request His Majesty's Representative at Jedda to secure for him a passage for the return voyage.

(2) If and when a passage is secured in compliance with a request made by a pilgrim under sub-rule (1), the agent of the ship shall write on the return ticket the name of the ship by which the pilgrim is to perform the return voyage and the date on which the ship is due to sail from Jedda, and shall return the ticket to His Majesty's Representative at Jedda for delivery to the pilgrim.

Refunds of deposits and passage money.

138. (1) The officer making an inspection under section 206 or section 207 shall stamp on the pilgrim-pass and also on the ticket of a pilgrim the following endorsement, if permission to embark is withheld from such pilgrim under sub-sectino (2) of section 206 or if he is removed from the ship under sub-section 207 or if he is prevented from proceeding by reason of such permission being withheld from any member of his family or by reason of any member of his family being so removed:--

"Not permitted to proceed on the Hajj"

(2) The right to a refund of passage money accruing under sub-section (1) of section 208C to a pilgrim, to whom sub-rule (1) does not apply, shall be subject to the presentation by him of his ticket endorsed in accordance with the said sub-rule, to the owner or agent of the ship.

(3) The right to a refund of passage money accruing under sub-section 1) of section 208C to a pilgrim, to whom sub-rule (1) applies, shall be subject to the presentation by him of his ticket to the owner or agent of the ship and to a deduction of 10 percent of the passage money paid by him : Provided that no such deduction shall be made if the pilgrim had given to the owner or agent, at least three clear days before the departure of the ship, a written notice of his intention of canceling his passage and advanced satisfactory reasons for doing so. If there is any dispute between the pilgrim and the owner or agent as to whether the reasons advanced by the pilgrim for cancelling his passage were or were not satisfactory the owner or agent shall refer the matter in the first instance to the Chariman of the Port Haj Committee of the port, and if the Chairman's decision is not acceptable to either of the two parties,

the Chairman shall refer the matter to a Presidency Magistrate or a Magistrate of the first class exercising jurisdiction in the port. The decision of the Magistrate shall be final and there shall be refunded to the pilgrim any amount allowed to him by such decision.

(4) Where a pilgrim has made the deposit referred to in clause (b) of section 208A, his reight to a refund of the amount of the deposit, accruing under sub-section 208C, shall be subject to the presentation by him of his pilgrim-ass, endorsed in accordance with sub-rule (1) if the said sub-rule applies to him, and having, in it the statement referred to in sub-rule (2) of rule 126, duly signed, to the Executive Officer of the Port Haj Committee of the port at which he had made the deposit.

139. (1) The right to a refund of half the passage money, accruing under sub-section (2) of section 208C to a pilgrim, shall be subject--

(a) to the presentation by the pilgrim to the agent at Jedda of the ship by which he proceeded to Jedda from India, of his ticket for the return voyage with an endorsement in the following form signed by His Majesty's Representative at Jedda:--

" Passed for refund under sub-section (2) of section 208C of Indian Merchant Shipping Act, 1923."

(B) to the determination of the amount of refund in accordance with the following formula:--

The amount of refund shall be--

(i) in the case of a pilgrim who holds a return ticket valid for return to the port at which he embarked on the outward voyage, 9/20 (A-B), and

(ii) in the case of a pilgrim who having embarked at Calcutta holds a return ticket valid for return to Bombay 9/20 (A-B-C), where

A denotes the total amount of passage money paid by the pilgrim,

B denotes the sum actually disbursed on behalf of the pilgrim on account of sanitary and quarantine dues at Kamaran and at the port of destination, on the outward voyage, and

C denotes the minimum cost of a single third class fare by rail from Calcutta to Bombay on the day the first pilgrim ship of the season left the port to Calcutta.

(2) The right to a refund of deposit money, accruing under sub-section (2) of section 208C to a pilgrim, shall be subject to the presentation by the pilgrim to His Majesty's Representative at Jedda of an application for refund setting forth circumstances in which the refund is claimed.

140. (1) The nominations referred to in sub-section (3) and in sub-section (4) of section 208C shall be made in the presence of the officer from whom the pilgrim obtains his pilgrim-pass under sub-rule (1) of rule 124, or of the Executive Officer of the Port Haj Committee of the port of embarkation in the Provinces of India, or of the master of the ship by which the pilgrim travels on the outward voyage, or His Majesty's Representative at Jedda and shall be attested by two witness: the nominations shall respectively be in the following forms:--

(1) In pursuance of sub-section (3) of section 208 C of the Indian Merchant Shipping Act, 1923 (XXI of 1923), I of village Post Office District do hereby nominate of village Post Office District to receive in the event of my death in the Hedges or on the voyage thereto, refund of the deposit made by me under section 208A of the said Act half the passage

money paid by me subject to the conditions
deductions and conditions prescribed under the said Act.

(2) In pursuance of sub-section (4) of section 208C of the said Act, I further do hereby nominate of village Post Office District to receive, in the event of my failing to return to the Provinces of India from the Hedjaz within eighteen months of my sailing from India, or of my returning to India by a route other than that by which I am going to the Hedjaz, refund of the deposit made by me under section 208A of the said Act
half the passage money paid by me

subject to the conditions prescribed under the said Act.
deduction and conditions

(2) The person in whose presence the nomination is made shall--

(a) write the name, father's name and postal address of the nominee in the pilgrim-pass of the pilgrim in the spaces provided therein for this purpose; and

(b) forward the original nomination paper to the Executive Officer of the Port Haj Committee of the port in British India at which the pilgrim proposes to embark or had embarked.

141. (1) The right to a refund of half the passage money, accruing under sub-section 208C to the nominee or legal representative of a deceased pilgrim, shall be subject--

(a) to the presentation by the nominee or legal representative to the owner, or to the agent at the port of embarkation or at Jedda, of--

(i) the pilgrim's ticket for the return voyage from India, and

(ii) of satisfactory proof of the pilgrim's death;

and

(b) to the determination of the amount of refund in accordance with the formula laid down in clause (b) of sub-rule (1) of rule 139.

(2) The right to a refund of the deposit money, accruing under sub-section (3) of section 208C to the nominee or legal representative of a deceased pilgrim, shall be subject to the presentation by the nominee or legal representative either to His Majesty's Representative at Jedda or to the Executive Officer of the Port Haj Committee of the port at which the pilgrim had made the deposit, of an application for refund supported by satisfactory proof of the pilgrim's death.

142. (1) The right to a refund of the half the passage money, accruing under sub-section (4) of section 208C to a pilgrim or to his nominee shall be subject to the presentation by the pilgrim or by his nominee, either to the owner, or to the agent at the port of the embarkation in India or at Jedda, of the pilgrim's ticket for the return voyage from Jedda, and to the determination of the amount of refund in accordance with the formula laid down in clause (b) of sub-rule (1) of rule 139;

(2) The right to a refund of the deposit money, accruing under sub-section (4) of section 208C to a pilgrim or to his nominee, shall be subject to the presentation by the pilgrim or by his nominee either to His Majesty's Representative at Jedda or to the Executive Officer of the Port Haj Committee of the port at which the pilgrim has made the deposit, or an application for refund.

143. (1) If a pilgrim who has sailed on the outward voyage from the port of Calcutta with a return ticket, is brought back to the port of Bombay, the owner or agent shall refund to such pilgrim one-half of the difference between the passage money actually paid by him and the passage money which he would have been required, to pay had he sailed on the outward voyage from the port of Bombay.

(2) If a pilgrim, who has sailed on the outward voyage from the parat of Calcutta after making the deposit referred to in clause (b) of section 208-A, is brought back to the port of Bombay, the owner or agent shall refund to such pilgrim a sum which shall not be less than that refundable under sub-rule (1).

144. (1) Every claim for refund of passage money or of deposit money submitted by a pilgrim or by a pilgrim's nominee or legal representative in accordance with these rules shall be attended to as expeditiously as possible by the person to whom such claim is presented.

(2) The owner or agent of a ship who is required to make a refund of passage money under these rules at a port in the Provinces of India shall make such refund through the Executive Officer of the Port Haj Committee of that port.

(3) It shall be the duty of the Executive Officer of the Port Haj Committee of the port in the Provinces of India at which a pilgrim proposed to embark or had embarked for the outward voyage to assist such pilgrim or his nominee or legal representative in on obtaining any refund of passage money to which he may be entitled.

145. Whenever the owner or agent of a ship makes a refund under these rules direct to a pilgrim to his nominee or legal representative and not through the Executive Officer of the Port Haj Committee of the port in the Provinces of India, at which the pilgrim proposed to embark or had embarked for the outward voyage, such owner or agent shall report to the said Executive Officer the following particulars, namely:--

(1) the names and father's name of the pilgrim;

(2) the registration number (at the port of embarkation in the Provinces of India) of the pilgrim-pass of the pilgrim;

(3) the name of the person to whom the passage money was refunded;

(4) the amount of the refund;

(5) the date on which the refund was made; and

(6) the circumstances in which the refund was made.

146. Whenever His Majesty's Representative at Jedda maes a refund of deposit money to a pilgrim or to his nominee or legal representative, the Executive Officer of the Port Haj Committee of the port at which the pilgrim had made the deposit under clause (b) of section 208A shall pay the amount of the deposit to His Majesty's Representative at Jedda on receipt from him of Deposit-paid Receipt of the pilgrim showing--

(a) the name of the person to whom the refund was made;

(b) the date on which the refund was made; and

(c) the circumstances in which the refund was made.

147. (1) If the sum deposited by a pilgrim under clause (b) of section 208A is not utilised for defraying the cost of his passage for the return voyage from Jedda and if such sum has not also been refunded either to the pilgrim or to his nominee, or legal representative during eighteen months from

the date on which the deposit was made by the pilgrim, the Executive Officer of the Port Haj Committee of the port in the Provinces of India at which such pilgrim had embarked on the outward voyage shall, on receipt of Deposit-paid Receipt of the pilgrim, from His Majesty's Representative at Jedda, try to trace the pilgrim or his nominee or legal heir and, if the pilgrim or his nominee or legal heir is traced, refund to him the amount deposited by the pilgrim.

(2) If the return ticket of a pilgrim remain unclaimed with His Majesty's Representative at Jedda till the expiry of eighteen months from the date on which such return ticket was issued, the Executive Officer of the Port Haj Committee of the port in the Provinces of India at which the pilgrim had embarked for the outward voyage shall, on receipt of the return ticket of the pilgrim from His Majesty's Representative at Jedda, try to trace the pilgrim or his nominee or legal representative is traced, make over the return ticket to him so that he may claim from the owner or agent concerned any refund of passage money to which he may be entitled.

143. (1) The period after which an unclaimed deposit liable to be refunded shall become the property of the Crown shall be three years from the date on which the deposit was made.

(2) The amount of any unclaimed deposit which becomes the property of the Crown shall be credited to the Haj Fund at the disposal of the Port Haj Committee of the port in the Provinces of India at which the deposit was made.

(3) The period after which unclaimed passage money liable to be refunded shall become the property of the Crown shall be three years from the date of issuing a ticket in respect of which that passage money had been paid was issued.

(4) Within two months of the expiration of the period specified in sub-rule (3) the unclaimed passage money liable to be refunded shall be made over by the owner or agent to the Executive Officer of the Port Haj Committee of the port in the Provinces of India at which such passage money had been paid by the pilgrim concernedand in order to facilitate the operation of this rule the owner or agent concerned shall, furnish to the Executive Officer of the Port Haj Committee of the port a list containing the names of all pilgrim return ticket holders travelling by such ship together with the registration numbers (at port of embarkation from the Provinces of India) of the pilgrim-passes originally issued to such pilgrims.

(5) Any unclaimed passage money which becomes the property of the Crown shall, on receipt by the Executive Office of the Port Haj Committee of a port in the Provinces of India, be credited by such Executive Officer to the Haj Fund at the disposal of that Committee.

Advertising of dates of sailings and payment of compensation to pilgrims for delay in sailing.

149. The "Pilgrim Officer" for the purposes of sections 209-B, 209C and 209-D shall be the Executive Officer of the Port Haj Committee of the port or place of embarkation.

150. The proposed date of sailing and the place of destination of any ship, which is intended to sail on a voyage as a pilgrim ship from any port or place in the Provision of India and the price of each class of passage tickets shall be advertised under sub-section (3) of section 209-B, by the master, owner or agent by a public notices in at least one English, one Urdu and one Bengali newspaper published in the Provinces of India and also by beat of drum in the port or place of embarkation and in such other places as the master, owner or agent may deem necessary. A copy of the said public notice shall forthwith be sent by the master, owner or agent to the Pilgrim Officer.

151. The advertisement by public notices referred to in rule 150 shall be published not later than fifteen days before the intended date of sailing.

152. If a pilgrim ship fails to proceed from any port or place on the date advertised under sub-section (3) of section 209B as the proposed date of sailing therefrom, the master, owner or agent shall forthwith send to the Pilgrim Officer at the port or place at which the delay occurs a list showing the names of all pilgrims in each class who have paid their passage money on or before such date, with the serial numbers of their passage tickets and the registration numbers of the pilgrim-pass issued to them under sub-rule (1) of rule 124 or sub-rule (1) of rule 125 and shall also intimate to the Pilgrim Officer the subsequent date on which the ship is intended to sail. The Pilgrim Officer shall, on receipt of the intimation, issue a notice to the master, owner or agent specifying the sum payable to the pilgrims as compensation under sub-section (1) of section 209-C at the rate of one rupee per pilgrim for each completed day during which the sailing has been delayed, after the advertised date of sailing. The master, owner or agent shall, on receipt of the notice, forthwith pay to the Pilgrim Officer the specified sum on behalf of the pilgrims entitled thereto. The Piglrim Officer shall, on receipt of the money, enter in the aforesaid list against the name of each pilgrim the compensation payable to him in respect of his detention, and shall pay the compensation to him at or before the time of embarkation and shall take a receipt from him against his name in the aforesaid list after checking the serial and register numbers entered against his name by the serial and register numbers of the passage ticket and the pilgrim-pass held by him. The pilgrim's ticket and pass shall be stamped to signify that payment has been made.

153. If the master, owner or agent is unable to despatch the ship on the subsequent proposed date of sailing intimated by him to the Pilgrim Officer under rule 152, he shall forthwith send to the Pilgrim Officer a revised list showing the names of all pilgrims in each class who have paid their passage money on or before such subsequent date, together with the serial numbers of their passage tickets and the registeration numbers of their pilgrim-passes and shall intimate to the Pilgrim Officer the further subsequent date on which the ship is intended to sail. The pilgrim Officer shall follow the procedure laid down in rule 152 for recovering from the master, owner or agent the further compensation payable to the pilgrims at the rate of one rupee per pilgrim for each completed day during which the sailing has been delayed after the subsequent date of sailing intimated by the master, owner or agent under rule 152 and for paying the compensation at or before the time of embarkation to each pilgrim in respect of his detention.

154. If the whole or any part of the compensation due to a pilgrim cannot be paid to him at or before the time of embarkation, the Pilgrim Officer shall hand over the list referred to in rule 152, or 153, as the case may be, together with the sum so remaining unpaid, to the master of the ship, who shall, on taking a receipt in a separate list to be prepared by him, pay to each pilgrim at or before the time of disembarkation at the port of his destination, the sum due to him, in the manner laid down in rule 152, in the presence of a responsible officer deputed by His Majesty's Representative at Jedda and hand over both the said lists and any money still remaining unpaid to that officer for transmission to the Pilgrim Officer concerned who shall credit the money to the Haj Fund at the disposal of the Port Haj Committee of the port.

The Master, Owner, etc.

153. The master shall give the notice required under section 151 in Form VI and shall produce before the Inspector at the time of his inspection, a certificate in the following from:--

"Certified that the maximum number of pilgrims proposed to be carried and the accommodation to be reserved for each class are as follows:

"On the voyage of the pilgrim ship proceeding to .....

Class of pilgrims	Maximum number of pilgrims proposed to be carried	Accommodation to be reserved for each class.

Class I . . . .

Class II . . . .

Pilgrims of the lowest class.

Dated

(Signed)

Master."

156. (1) The owner, agent, or master of a ship engaged to carry more than 100 pilgrims shall appoint to it medical officer licensed under rule 171. A second medical officer licensed under rule 171 shall similarly be appointed if the number of pilgrims exceeds 1,000.

(2) Every medical officer appointed under sub-rule (1) shall preferably be a Muslim and shall, if possible be selected out of a panel or list recommended by the Haj Committee at the port of first departure.

(3) In the case of a ship engaged to carry more than 100 pilgrims, the owner, agent or master shall appoint at least one male attendant, and, if there are any female pilgrims to be embarked, one female attendant and, a nurse, to assist the medical officer.

(4) The male and female attendants appointed under sub-rule (3) shall be Muslims. One of their duties shall be that of Ghassal and Ghasala, respectively, which they shall be required to perform on the occassion of the burial at sea of any pilgrim who may die on board; provided that the Central Government may, on the application of the owner and on such conditions as it may think fit exempt any attendant from the performance of this duty.

The nurse appointed under sub-rule (3) shall preferably be a Muslim.

(5) In the case of ship engaged to carry more than 400 pilgrims, the owner, agent or master shall appoint, in addition to the male and female attendant and nurse required under sub-rule (3), a compounded who shall preferably be a Muslim.

(6) The male and female attendants and the nurse to be appointed under sub-rule (3) as also the compounded to be appointed under sub-rule (5) shall be persons approved by the Health Officer of the port of first departure and arrangements shall be made in the satisfaction of the Inpsector for providing them with adequate accomodation on board the ship.

157. The master shall afford the medical officer every facility for examining the provisions, water and medical stores, and for making himself generally familiar with the arrangements made for the acommodation of the pilgrims about to be carried.

158. The master shall cause the statements required by sections 196 and 199 to be prepared in Form VII.

159. The bond required by section 205 when a ship clears from any port in the Provinces of India for any port in the Red Sea shall be executed in Form VIII.

160. Before sailing the master shall obtain from the Port Health Officer a bill of health in Form iX,

161. The bill of health given at the port of departure shall not be changed during the voyage. It shall be presented at each port of call for countersignature by the Port Health Officer or other sanitary authority of the port and for entry thereon by such officer or authority of--

(a) the number of passengers embarked or disembarked at the port;

(b) anything that has happened at sea affecting the life or health of the persons on board; and

(c) the health conditions of the port of call.

162. The master, owing or agent shall provide during the voyage all necessary facilities for the reception, on board the ship, of pilgrims by the Amir-ul-Haj appointed by the Port Haj Committee of the port of departure in India or by His Majesty's Representative at Jedda. He shall also place at a conspicuous place, accessible to pilgrims, a sealed box and writing materials to be provided by the Port Haj Committee of the port of departure so that pilgrims may write any complaints that they may have and put the paper in the said box through an opening provided for this purpose. On arrival at the port of Jedda, the master shall make over the box, with its contents to a responsible officer deputed for this purpose by His Majesty's Representative at that port. In the case of a ship returning to a port in the Provinces of India with pilgrims, the box, with its contents, shall, on arrival of the ship at such port, be made over by the master to the Chairman of the Port Haj Committee of the port.

Pilgrims should bring their complaints t the notice of the Amirul-Haj in the first instance and record them in writing only if they are not redressed. Before putting the written complaints in the box, pilgrims should get them endorsed by the Amir-ul-Haj. If in any particular case it is found necessary to put the written complaint in the box without such an endorsement, the reasons for not obtaining the endorsement should be stated.

163. The master shall post up in the between-decks and in such other places accessible to the pilgrims as may be convenient (i) a notice displaying the destination of the ship and the price of tickets (ii) a notice stating that copies of the Act and these rules and the International Sanitary Convention of 1926 are available with the master of the ship, for reference by any pilgrim who desires to consult them, and (iii) all notices which he may be required so to post by any authorised officer at the port of first departure. All such notices and copies shall be in English and Urdu in the case of a ship sailing from Bombay and in English and Bengali in the case of a ship sailing from Calcutta.

164. The master shall be responsible for the care of the pilgrims on the voyage. He shall see that the accommodation and amenities to which the pilgrims are entitled are secured to them throughout the voyage, that all pilgrims have access to the upper deck, that the space in the upper and between-decks is not encroached upon, that suitable hours are fixed for the regular issue of daily food to the pilgrims, that latrines are attended to by the ship's topases, that a supply of water is at hand for use in the latrines, and that every proper care is taken to secure cleanliness and good sanitary arrangements on board. The master shall comply as far as possible with all reasonable requisitions of the medical officer and shall enter in his log all measures taken during the voyage to control or prevent the spread of infectious disease. He shall, on demand, submit the log to the competent authority at any port of call or at the port of final destination.

165. The master shall appoint one of the staff of the ship, who shall be a Muslim, to the charge of the provisions and stores to see to the punctual issue to pilgrims, according to scale, of the day's food and water, and to assist the medical officer generally.

165A. No advance reservation of deck space may be made on a pilgrim ship at Jedda for a pilgrim who has not embarked on the ship. The Master shall depute a responsible officer on the day or days of embaring to see that no such reservation has been made.

166. (1) When any pilgrim who is unaccompanied by any of his legal heirs dies on the voyage, the master shall call a punch composed, wherever possible, of four literate pilgrims and the medical Officer on board the ship and shall make an inventory of the effects of the deceased, adding such particulars as to the name and residence of the deceased and the names and address of the legal heirs and nearest relations in India as he may be able to gather.

(2) The inventory and particulars prescribed by sub-rule (1) shall be signed by the master and attested by the members of the said panch and the master shall then take charge of the effects of the deceased.

(3) If the ship returns direct from the Hedjaz to any port in the Provinces of India, the master shall immediately on the ship arriving in such port forward the effects of the deceased with the said inventory and particulars to the Executive Officer of the Port haj Committee of the port in the Provinces of India at which the deceased pilgrim had embarked.

(4) If the death occurs on the voyage to the Hedjaz, and the ship does not return direct to the Provinces of India, the master shall make over the effects, with the said inventory and particulars as above, to His Majesty's Representative at Jedda for transmission to the Executive Officer of the Port Haj Committee of the port in the Provinces of India at which the deceased pilgrim had embarked.

167. The master shall cause the supplementary statement, required by section 198 when additional pilgrims are taken on board at an intermediate port, to be prepared in Form Vii, the heading being altered to "Supplementary Statement required by section 198 of the Indian Merchant Shipping Act, 1923".

168. In the event of death occuring during the voyage, the master shall enter the fact opposite the name of the deceased on the statement referred to in rule 158 or the supplementary statement referred to in rule 167, as the case may be, and shall also enter in the log the name of the deceased, his age, the place from which he came, the certified cause of death and the date of death.

169. In the event of a pilgrim disembarking during the voyage, the master shall note the fact opposite the pilgrims name on the statement referred to in rule 158 or on the supplementary statement referred to in rule 167 as the case may be.

170. If His Majesty's Representative at Jedda so directs, the master of a ship returning to a port in the Provinces of India shall put in at such sanitary station as His Majesty's Representative may specify.

171. (1) The medical officer of every pilgrim ship required by the Act to carry a medical officer shall be licensed by the Central Government and appointed by or on behalf of the owner of the pilgrim ship. Every person desiring to obtain a license* to act as such medical officer shall apply for a license to the Health Officer of the port of first departure. At Jedda such license may be granted, for the return voyage only, by His Majesty's Representative, at that port.

(2) The license shall be renewable yearly, and shall be in Form X.

(3) A person shall not be eligible for appointment as medical officer unless he--

(a) is able to write English, and

(b) (i) holds a medical qualification registered in the United Kingdom, or

(ii) holds a degree or license of a University constituted by law in the Provinces of India, and is registered in the Province of India, or

(iii) is a Fellow or Member of the Bombay College of Physicians and Surgeons or of the State Medical Faculty of West Bengal or of the State Medical Faculty of the Punjab and registered in the Provinces of India, or

(iv) is a Military Assistant Surgeon who has passed the special examination conducted by the Director General Indian Medical Service, prior to 1922 and is registered in the Provinces of India.

172. The medical officer shall, if not already attached to the ship; immediately on his being appointed to it, proceed on board, report; himself to the master, examine and check the medicines and medical sores, and inform himself generally as to the arrangements made for the accommodation of the pilgrims.

173. The medical officer shall be present at the final inspection and, after it has been held and the ship and her arrangements approved, he shall, if satisfied regarding arrangements for the care and comfort of the pilgrims made in accordance with the rules, furnish a certificate to that effect in Form IV countersigned by the master of the ship.

174. The medical officer shall provide himself with all the necessary instructions and forms required for the voyage.

175. The medical officer shall attend any medical officer appointed to inspect the pilgrims before embarkation for the purpose of section 206, or after embarkation for the purposes of section 207 and shall, with a view to special care or precautions on the voyage, watch those who may appear to be in an infirm or sickly state, and make a note regarding them in his diary.

176. The medical officer shall not leave the ship after the medical inspection has been completed. He shall advise and assist the master in the discharge of the responsibilities mentioned in rule 164. He shall satisfy himself that the food supplied to pilgrims is of good quality and properly prepared.

177. The medical officer shall satisfy himself that any additional passenger waiting to be taken on board at an intermediate port is not suffering from, or shows no signs or symptoms of, choleraic indisposition or any disease which is, in his opinion, dangerously infectious or contagious.

178. During the voyage from any port in the Provinces of India the medical officer shall for the first five days daily inspect the pilgrims and observe them individually to assure himself that none of them is affected with cholera, small-pox, yellow fever, or plague.

179. The medical officer shall, if he has any doubt as to the quality of the drinking water, draw the attention of the master, in writing to the provisions of rule 94.

180. The medical officer shall, in the event of any case of infectious or contagious disease occurring, satisfy himself that disinfection is performed in the manner prescribed by rule 113 and shall re-record in his diary the fact that he has done so.

181. (1) The medical officer shall keep up regularly, from day to day throughout the voyage, the following records in connection with his duties namely:--

(a) a medical diary of the principal events of the voyage briefly and accurately recording all facts in connection with the medical history of the pilgrims, including a record of any advice he may give to the master, and of compliance with or neglect of, such advice;

(b) an Admission and Discharge Book of every case brought under treatment in Form XI; and

(c) a Register of Deaths in Form XII.

(2) The medical officer may, at his discretion, maintain a register of prescriptions given for in-patients and out-patients.

(3) These records shall be written in English.

162. (1) On arrival at the port of debarkation in the Red Sea the master or owner shall submit a copy of the records referred to in sub-rule (1) of rule 181 to the Indian Consul at that port and shall simultaneously forward the records in original to the Health Officer at the port in the Provinces of the India from which the voyage commenced. On arrival at any port in the Provinces of India the owner or master shall submit the said records to the Health Officer at that port and shall simultaneously forward a copy thereof to the Indian Consul at the port in the Red Sea from which the ship arrived.

(2) The Port Haj Committee of a port in British India shall have access to the diary kept under sub-rule (1) of rule 181 on any pilgrim ship leaving or entering that port.

(3) In addition to the records required to be kept under sub-rule (1) of rule 181, the medical officer shall, at the end of every voyage, furnish to the owner of the ship a report on the general health of the passengers and on the incidence of diseases and their outcome which occured during the voyage, together with any suggestions he may think fit to make for improving existing arrangements on the ship. The owner shall without unnecessary delay forward the said report in original with any comments thereon he may think fit to make to the Health Officer at the port of Bombay, who shall in turn forward the report with his comments thereon, if any, to the Central Government.

Embarkation of pilgrims and time of departure of pilgrim ships.

183. Mode in which pilgrims shall be embarked.-- (1) When the certifying officer has given permission, under section 206, for the embarkation to commence, every pilgrim who has been medically inspected shall, on producing his ticket be allowed to embark forthwith--

(a) if the ship is in dock or at wharf or along side a pontoon or jetty in the stream, by a passage leading direct to the ship, or

(b) if the ship is in mid-stream by proceeding to the ship by such route and by such boat as may be indicated in this behalf by the Health Officer of the Port.

(2) No persons except--

(a) officials carrying out the purposes of the Act, and persons acting under the authority of such an official.

(B) officials carrying out the purposes of the Port Haj Committee Act, 1932,

(c) members of the ship's company and employees representatives of the shipping company,

(d) subject to the control of the Port Health Officer, porters carrying the baggage of pilgrims who have been authorised by the Executive Officer of the Port Haj Committee concerned and are distinguished by such badge as the Executive Officer directs shall mix or proceed with pilgrims at the time when pilgrims are being medically inspected or embarked or arranged or collected for such medical inspection or embaration, or shall embark on the ship. Friends and relations of pilgrims who hold Visitor's Pass issued in this behalf by the Executive Officer of the Port Haj Committee concerned may also be allowed to mix with

pilgrims or proceed on board the vessels with the permission of the Health Officer of the Port. The Health Officer of the Port may prevent any person other than those mentioned above from mixing with pilgrims at the time aforesaid or from entering any enclosure in which pilgrims may be temporarily kept waiting during the process of embarkation or from proceeding on board the vessel after it has been cleared for the embarkation of pilgrims.

(3) The number of visitor's passes shall be limited to 100 or ten percent of the total number of pilgrims embarking, whichever is smaller.

(4) Members of charitable institutions may go to the wharves only, if permitted by the Health Officer of the Port.

(5) Loading of ballast, cargo, coaling or taking on fuel, etc., shall be prohibited at the time of embarkation of pilgrims.

(6) Unloading of cargo at the time of disembarkation of pilgrims shall be prohibited.

184. Time within which pilgrim ship shall depart after commencing to take pilgrim on board.-- Every pilgrim ship shall depart from the dock, wharf, pontoon or jetty as soon as possible after all pilgrims have embarked.

Acceptance of Equivalents.

185. Where these rules require that a particular fitting, appliance or apparatus, or type thereof, shall be fitted or carried in a pilgrim ship, or that any particular provision shall be made, the Central Government may allow any other fitting, appliance or apparatus or type thereof, to be fitted or carried, or any other provision to be made, if it is satisfied that such other fitting, appliance or apparatus or type thereof, or provision, is at least as effective as that required by these rules.

Penalty.

186. Whoever does any act in contravention of any of the provisions of these rule shall be punishable with a fine which may extend to three hundred rupees, and when the breach is a continuing breach, with a further fine which may extend to twenty rupees for every day after the first during which the breach continues.

FORM I.

(See Rule 4).

CERTIFICATE " A"

S.S.
of
Official Number
Date of issue

Issued by the

Government
of India.

CERTIFICATE " A"

(Issued under Section 154 of Act XXI of 1923).

I, duly appointed and authorised to grant certificates under Sections 151 and 157 of Act XXI of 1923, do hereby certify that the undermentioned ship being a pilgrim ship, within the meaning of Act XXI of 1923, and now riding at anchor at is seaworthy, properly equipped, fitted and ventialed, and that she is capable of carrying the number of pilgrims as detailed below:--

SHIP

Name and official number.	Port of Registry	Tonnage	Single, froin, triple or quadruple screw, Registered horse power	Registered length of ship

Name and address of owner or agent.

Description	Number	Number attached to davits.	Cubic contents in feet.	Number of persons they will accom-modate	Member of sets of davits
Motor boats . . .					
Hand propelled boats					
Class I open boats					Number of
Class I pontoon boats					Life Jackets.
Class II open boats					
Class II pontoon boats					

Class III boats

BUOYANT APPARATUS

Number of Buoys.

HOSPITAL

	Permanent on Upper Deck		Temporary on Upper Deck
Number of Bunks	Superficial Dock Area	Cubic feet of air space	Number of Superficial Feet reserved

SPACE AVAILABLE FOR PILGRIMS.

Space available for pilgrims.	Total	Number of pilgrims
(A) Clauses or State rooms.		
(B) Between Decks	sq. feet	

Dated at .....this.....day (Sd.)

Certifying Officer

of.....19 Port of .....

This certificate remain in force.....

Note .--1 If the number of pilgrims carried exceeds the number stated in this Certificate, the master and owner shall, for every pilgrim over and above that number, be each laible to a fine which may extend to fifty rupees, and the master shall further be liable to imprisonment for a term which may extend to one week in respect of each such pilgrim.

2.A copy of the Certificate shall be kept posted up in a conspicuous part of the ship throughout the voyage so as to be visible to persons on board.

FORM II

(See Rule 4).

CERTIFICATE "B"

S.S.
of
Official Number
Date of issue

CERTIFICATE "B"

(Issued under Section 155 of Act XXI of 1923)

Name and Official number	Nationality	Tonnage		Date of expiry of Certificate of Survey.
		Gross	Net.	

Mean draught of water
and free board

Port of Departure	Ports of Call	Destination

Masters and Officers.

Rank	Name in full	Number of Certificate	Grade
Master.....			
First Make.....			
Second mate.....			
First Engineer.....			
Second Engineer.....			

Medical Officers.

1----------
2----------

Equipment

Number of compasses	Number of chronometers	Number of sextants or quadrants.	Number of Barometers

Number of anchors and cables.	Quantity of fresh water in tanks.	Quantity of fresh water in double bottoms.
	.....Imperial Gallons	.....Imperial Gallons.

Boats and Life-Saving Appliances

.....Boats capable of accommodating ... ... persons

.....Motor or Fleming Gear Boat accommodating ... persons

.....Buoyancy apparatus ... ... persons

.....Life Buoys ... ...

.....Life Jackets ... ...

Nature of cargo on board.

Cabin Pilgrims.*

Male	Female	Total	Number of Cabin pilgrims for whom space still remains available

Deck Pilgrims.*

Male	Female	Total	Number for deck pilgrims for whom space will remain available.

I, duly appointed and authorised to grant Certificates under Sections 151 and 157 of the Indian Merchant Shipping Act, 1923 (XXI of 1923), do hereby certify

(1) That I am satisfied that the particulars relating to the being a Pilgrim Ship within the meaning of the above Act, in the above statement are correct.

(2) That she has the proper complement of officers and seamen.

(3) That the provisions, and pure water and other stores prescribed for such ships by the rules under the said Act, are of good quality and properly stowed or packed, and are sufficient according to the scale for the time being are fixed by the said rules; and that the said provision and water are sufficient for days the probabel duration of the said voyage, and also sufficient to provide the pilgrims with food in the event of an accident to her machinery.

(4) That the cooking, hospital, washing and latrine accommodation is sufficient and suitable.

(5) That the coal/oil on board amounts to tons and is sufficient to take the ship to her next supply port.

(6) That the Master holds Certificate “A”.

(7) To the best of my knowledge there is no cargo on board contrary to the provisions of rule 106 or which, from its quantity, quality, or mode of stowage, is likely to prejudice the health or safety of the pilgrims.

(8) That she is propelled principally by steam and is of the tonange and steam power prescribed.

(9) * That she has on board the medical officer [or officers, as the case may be] required by section 201 of the Act and the attendants prescribed by rule 156 of the rules thereunder.

(10) That she has on board the necessary materials for the construction of temporary hospital on the upper deck in accordance with the rules.

(11) That the full space required by the said Act has been appropriated for the above mentioned pilgrims in the between decks as well as on the upper (weather) decks.

(12) That the ship is properly ballasted.

Dated at this day

----------19

----------Certifying Officer

Part of.....

FORM III

(See Rule 4.)

==========

SUPPLEMENTARY CERTIFICATE "B"

S.S.
of
Official Number
Date of Issue

==========

Port of call at which the certificate is issued.*

_____

Number of pilgrim disembarked at the port.

Cabin	Pilgrims		Deck	Pilgrims	Total additional deck pilgrims embarked
Male	Female	Total additional cabin Pilgrims embarked	Male	Female	

Cabin Pilgrims Deck Pilgrims

Male	Female	Total additional cabin pilgrims embarked	Male	Female	Total additional deck pilgrims embarked.

I, , duly appointed and authorised to grant Certificates under Sections 151 and 157 of the Indian Merchant Shipping Act, 1923 (XXI of 1923), do hereby certify:--

(1) That I am satisfied that the particulars relating to the being a pilgrim ship within the meaning of the above Act, in the above statement are correct.

(2) that the provisions and pure water and the other stores prescribed for such ships by the rules under the said Act, are of good quality and properly stowed or packed, and are sufficient according to the scale for the dtime being fixed by the said rules, and that the said provisions and water are sufficient for days, the declared duration of the said voyage, and also sufficient to provide the pilgrims with food in the event of an accident to her machinery.

Dated at this day

of 19 . .

(Sd.)

Certifying Officer.

Port.

FORM IV

(See Rule 6.)

Form of Medical Officers Certificate.

Certified that I have by careful inspection satisfied myself in regard to the arrangements that have been made in accordance with the requirements of the rules relating to pilgrim ships proceeding to the Hedjaz for the care and comfort of the pilgrims about to be carried in the pigrim ship proceeding to ;and that I was present with the Inspecting Officer at his final inspection of the arrangements, held on the of 19. Dated

(Sd.)

Medical Officer

In charge of Pilgrim Ship

Dated

Counter signed.

Master of Pilgrim Ship.

FORM V

(See Rule 124.)

Pilgrim_Pass

for

Pilgrims proceeding to the Hejaz from ports in provinces of India.

Name_____

Port of Embarkation Bombay.

Calcutta.

INDIAN
FOREIGN

[This Pilgrim-Pass issued by the Authority of the Governor General of India, requests and requires all those whom it may concern to afford the person mentioned herein, going on Haj all needed assistance and protection.

BY order of the Governor General of India

Additional Secretary to the Government of India

in the Ministry of External Affairs.

Issued at----------Signature of issuing officer_____

On_____Designation of issuing officer_____

Registered at Bombay
Calcutta.

On_____

Signature_____

Executive Officer,

Port Haj Committee

Pilgrim Pass No._____

Photo of the Holder.* *

Signature or thumb impression
the holder.

Distinctive mark of the holder.

Particulars of the holder

Name

Fathers Name

Nationality

Sex and age

Occupation

Full Postal address:--

Village

Post Office

District

Province

(All the information required in the address should be accurately filled in.)

Name, father's oun and nationality of pilgrims, if any, whom holder is accompanying on the Haj.***

Name, Father's name and full address of holder's nominee or legal representative. (See Rule 140.)

Particulars regarding ountersi, if any, made for the holder's voyage to India. If not, reasons for exemption. (See Rule 126. 127 and 131.)

Class and serial number of ticket for outward voyage. (See Rule 131.)

Name of ship by which outward voyage is to be performed. (See Rule 131.)

Particulars concerning anti-cholera inoculation and anti-small-pox vaccination certificates.*

(To be filled in, if possible, at the time of the issue of the pilgrim-pass otherwise at the time of registration at the port of embarkation.)

	Inoculation certificate.	Vaccination certificate
Place of issue.		
Date of issue.		

Name and designation of persons who issued the certificate.

Name and designation of person who issued the certificate.

DEPOSIT – PAID RECEIPT.

Pilgrim Pass No._____

Issued at_____

on_____19.

The bearer of this receipt_____

son of _____of District_____

Province_____, has deposited the sum

of Rupees_____(Rs.

To defray the cost of the return voyage from Jedda to_____

Signed_____

Designation of

Receiving Officer_____

(Endorsement by the Indian Consulate, Jedda.)

The above-named pilgrim has returned to India per s. s._____ _____. This receipt is I to the Executive Officer, Port Haj Committee, Bombay/ Calcutta, for adjustment.

Signed_____

Indian Consulate at Jedda.

Particulars regarding final disposal of holder's deposit.

(7) When deposit is referred.

[See Rules 138(4), 139(2), 141(2), 142(2) and 146.]

Name of person receiving refund_____

Date of refund_____

Reasons for making refund_____

Designation of officer making the refund_____

_____

(7) When deposit is made to defray the cost of return passage.
[See. Rule 136(4).]

Name of person to whom payment is made_____

Date of payment_____

Designation of officer making the payment_____

(7) When unclaimed deposit is credited to Haj Fund.

[See Rule 148(2).]

Date of credit to Haj Fund_____

(For the use of the Indian Consulate, Jedda.)

Registration NO._____

Received for safe custody return ticket or deposit-paid receipt of the holder of this pass.

INDIAN CONSULATE, JEDDA ;

Dated_____

Signed_____

Indian Consul at Jedda.

Rotation No._____

The holder of this pass has this day notified his desire to return to India. Return ticket or deposit-paid receipt sent to the local Shipping Agents for a return passage.

Goods for return journey to India.

INDIAN CONSULATE, JEDDA ;

Dated_____19.

Signed_____

Indian Consul at Jedda

Rotation No._____

The holder of this pass has this day notified his desire to return to India. Return ticket or deposit-paid receipt sent to the local Shipping Agents for a return passage.

Goods for return journey to India.

INDIAN CONSULATE, JEDDA ;

Dated_____19.

Signed_____

Indian Consul at Jedda

INSTRUCTIONS TO PILGRIMS.

(7) This pilgrim-pass is not transferable and is liable to confiscation if found in the possession of any person other than the right-full owner.

(ii) Every pilgrim is required to present his or her pass for registration to the Executive Officer of the Port Haj Committee of the port of embarkation in India.

(iii) Every pilgrim is required, on landing at Jedda to get his or her pass registered at the Indian Consulate, Jedda. He is also advised to deliver to Indian Consul, his or her return ticket, if any, or deposit-paid receipt, for safe custody.

(iv) Pilgrims are warned that if they do not deposit their return tickets, etc., at the Indian Consulate, Jedda, they will run the risk of loss if the tickets are kept by them throughout the Haj and will also lose the benefit of the Rotation System by which return passage is determined on the occasion of their homeward-bound journey thereby incurring unnecessary expenses during their stay at Jedda.

(7) Pilgrims are advised to report to the Indian Consul or Vice Consul at Jedda any difficulty they may experience during their stay at Jedda.

(vi) The Inidan Consul or Vice-Consul is always accessible to pilgrims and ready to help and assist them in their difficulties in the Hejaz.

(Vii) Free medicine and free consultation are available for Indian pilgrims at the Government of India dispensaries at Mecca, Jedda and Muna. Pilgrims in need are advised to avail themselves of these facilities. The Indian Medical Officer charges five rupees for a visit to the patient's lodging and medicine is supplied free. Indigent pilgrims who are too ill to attend the Indian dispensaries personally are attended free in their quarters.

(Viii) Pilgrims are warned in their own interests not to appoint executor against the event of their death in the Hejaz to deal with their estates. Such appointments only involve the estate in unnecessary expenditure without corresponding advantage. The general procedure of dealing with the effects of those who die is that the local Government collect them on the death of a pilrim and eventually hadn

them over to the Indian Consul or Vice-Consul at Jedda, who forwards them to authorities concerned at the ports of embarkation in India for disposal.

(Ix) Pilgrims are warned that their return tickets are not transferable and are liable to confiscation if found in the possession of as imposter.

TO BE DETACHED BY WAKIL IN JEDDA.

(7) Name of Pilgrim_____

2. Father's name_____

3. Name of District in India_____

4. Pilgrim Pass No._____

5. Batch Number_____

_____

FORM VI.

(See Rule. 155.)

Notice to be given by master, owner or agent under section 151 of the Indian Merchant Shipping Act, 1923.

I, , hereby give notice that the steamship , register tonnage tons, being a pilgrim ship within the meaning of the Indian Merchant Shipping Act, 1923, and being capable of carrying pilgrims, will leave the port of on a voyage to on the day of 19.

FORM VII.

(See Rule 158.)

Statement to be furnished by the master of every pilgrim ship under Section 196 of the Indian Merchant Shipping Act, 1923, of the crew and pilgrims proceeding in the bound to , or under section 199 of the crew and pilgrims on board the on arrival at

Crew.	Number.
Master	
Officers	

Engineeers . . . .

Deck crew . . . .

Engine-room crew. . . .

Servants . . . .

Total .

FORM VII—contd.

Pilgrims.

Number of male pilgrims embarked			Number of female pilgrims embarked			Total No. Of Pilgrims the ship is allowed to carry
1 st Class	2 nd Class	Deck	1 st Class	2 nd Class	Deck	

Master,

The 19. Officer ountersi under

Section 151 Act XXI of 1923.

FORM VIII.

(See Rule 159.)

Bond executed pursuant to the provinces of Section 205 of the Indian Merchant Shipping Act, 1923 (XXI of 1923).

KNOW ALL MEN BY THESE PRESENTS THAT I /we of Managing Agents of whose registered office is in

Master
the Owners of the S.S. registered at the Port of
Agent

as the Principal and we of and* of (in + our individual and personal capacity) as sureties are held and firmly bounden to the Governor General of India in the sum of ten thousand rupees of lawful money of India to be paid to the Governor General, his successors or assigns; or which payment well and truly to be made, we bind ourselves, our heirs, successors and legal representatives jointly as well as severally firmly, by these presents sealed with our respective seals dated this day of in the Christian year One thousand nine hundred and

And each of us, the said Principal and the two sureties aforesaid do hereby for himself, his heirs successors and legal representatives covenant with the Governor General that this obligation shall be fulfilled and all moneys payable hereunder shall be paid to the Governor General within the city of Bombay/Calcutta

WHEREAS the abovenamed steamship of which is the Master and is the Senior Medical Officer is about to sail from for the port of in the Red Sea carrying pilgrims to the Hedjaz and will be trading to and for in the Pilgrim Traffic throughout the current pilgrim season AND WHEREAS in accordance with Section 205 of the Indian Merchant Shipping Act (hereinafter called "the Act") before Port clearance is granted to the said Vessel it is necessary that this Bond should be executed conditioned (a) that the vessel if so required by an order under Section 203 of the Act shall touch at Aden and shall not leave the Port of Aden without having obtained from the proper authority a certificate as required by the said Section 203 stating whether any case of cholera has or has not occurred on board since the said Vessel left the port of last departure and (b) that the Master and Medical Officer or Officers (if any) shall comply with the provisions of Part IV of the Act and the Rules made thereunder and (c) that the Principal shall pay to the Pilgrim Officer on behalf of the Governor General any sum of sums from time to time during this voyage and during subsequent voyages throughout the current pilgrim season claimed by the Pilgrim Officer on behalf of the Governor General under and in pursuance of the provisions of section 209A of the Act, a copy whereof is set out below.

Now the condition of the above written bond or obligation is such that if the Principal complies in all respect with the said hereinbefore recited undertaking and further that if the said Vessel and the Master and Medical Officer of the said Vessel shall comply with the provisions of Part IV of the Act (including section 209A) and with all other obligations and duties prescribed by the Act THEN the above written bond or obligation shall be void but otherwise shall in all respect remain in full force and effect.

Principal
}
Sureties.

SIGNED, SEALED and DELIVERED by the
}
abovenamed

as Principal in
the presence of—

SIGNED, SEALED and DELIVERED by the
abovenamed }
in the presence of –

SIGNED, SEALED and DELIVERED by the
abovenamed }
in the presence of—

I hereby certify that the above Bond was delivered in accordance with the provisions of Section 205 of the Indian Merchant Shipping Act, XXI of 1923.

Port Officer of

Section 209A of the Indian Merchant Shipping Act, 1923 (XXI 1923).

209A. Cost of return journey of pilgrims on ships other than those for which return ticket is available.—(1) Where any pilgrim who has been carried to the Hedges by a pilgrim ship with a return ticket issued in India within the previous eighteen months is owing to his inability to obtain accommodation on a ship for which the return ticket is available, detained at Jeddah for a longer period than twenty-five days from the day on which he presents his ticket to the Representative of the Government in respect of such pilgrim such sum not exceeding double the whole sum received by such master, owner or agent in respect of the return ticket as the Central Government claims as the cost of repatriating the pilgrim, together with a sum of one rupee for each in respect of a deck pilgrim and a sum of three rupees per each day in respect of a claim class pilgrim day after the expiry of the twenty-five days aforesaid during which the pilgrim has been detained in Jeddah;

Provided that, for the purpose of computing the said period of ounte-five days, no period shall be taken into account during which the ship is prevented from carrying pilgrims on the return passage by reason of the port of Jeddah having been declared by proper authority to be infected or by reason of war disturbance or any other cause not arising from any act or default of the master, owner or agent;

Provided further that in the case of any pilgrim whose ticket has been deposited with the Representative of the Government of India at Jeddah the said period of twenty-five days shall, during the period of six weeks following the Haj day, be reduced to fifteen days I on the day on which such pilgrim notifies to the Representative of the Government of India at Jeddah his desire to embark for the return passage.

(7) A certificate of such detention purporting to be made and signed by the Representative of the Government of India at Jeddah shall be received in evidence in any Court in India without proof of the signature or of the official character of the person who has signed the same.

FORM IX.

(See Rule 160.)

Form of Bill of Health.

This is to certify that the pilgrim ship sailing under the
flag and under the command of Captain
(medical officer) of

tons, bound for with crew of persons and pilgrims and laiden with a cargo of is at the time of leaving this port in a satisfactory sanitary condition, and that no case of cholera or infectious disease, dangerous to life exists among the officers, passengers, pilgrims or crew, who have been examined by day on shore before embarkation and found free from ounte and adequately protected against small-pox by vaccination and cholera by inoculation.

It is further certified that the town and port of are at present free from +epidence cholera, plague, yellow fever and all other dangerous epidemic disease.

+All articles found or suspected to have been contaminated by persons suffering from cholera or choleric indisposition or from any dangerously infectious or contagious disease have been disinfected on shore.

The vessel has been thoroughly cleaned (and disinfected).

Pilgrims	Men	... ...
	Women	... ...
	Boys	... ...
	Girls	... ...
	Infants	... ...
Total No.		... ...

The ship is measured for pilgrims.

(Sd.)

Health Officer.

Port

FORM X.

[See Rule 171(2).]

Form of Licence to be granted to Medical Officers in-charge of Pilgrims.

The bearer of this holding a certificate to practice medicine and surgery, from is licensed to have medical charge of pilgrims going to or returning from the Hedjaz under the provisions of the Indian Merchant Shipping Act, 1923, This licence holds good for one year from this date.

Dated—

[Here enter seal of office.]

Signature of recipient.

(Sd.)

Health Officer

Port

FORM XI.

[See Rule 181 (1) (b).]

Medical Admission and Discharge Book.

Serial number of cases	Name	Sex	Age	Disease or cause of Admission	D Admission	A Dis-charge or recovery	TE Death	Number of hours or days under treatment	Remarks

FORM XII.

[See Rule 181 (1) I.]

Register of Deaths.

Sesrial Number	Name, and Fathers name	Sex	Age	Permanent address in India	Time of Occurrence of death		Cause	Remarks
					Date	Hour		

FORM XIII.

[See Rule 84 (2).]

Medical Certificate of fitness.

Certified that I have examined employed on the pilgrim ship as and find that he is in good health and is not suffering from any
they are are
infectious or contagious disease or suspended to be a carrier of any infectious
a carriers
or contagious disease.

(Designation)

(Signature)

Dated at the day of 193

FIRST SCHEDULE

(See Rule 33.)

INDIA

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1929.

MODIFICATION OF SAFETY CERTIFICATE.

Memorandum issued under the provisions of Article 56 of the International Convention for the Safety of Life at Sea, 1929.

Name of Ship Official number Port of Registry

In view of the fact that in the course of the voyage commencing on the from to the above-mentioned ship is not to have on board a number of crew and passengers exceeding she is free to carry a smaller life-saving equipment than that stated in her Safety Certificate. In these circumstances there will be no Infringement of the provisions of the International Convention for the Safety of Life at Sea, 1929 if the ship is provided with:--

---------boats capable of ountersigned ... ... ----------persons.

---------Life-rafts capable of ountersigned ... ----------persons.

---------Buoyant apparatus capable of supporting ... ----------persons.

---------Life-buoys.

---------Life-jackets.

---------Certificated lifeboatman.

This Memorandum is valid only for the voyage specified above. During the voyage it is to be annexed to the Ship's Safety Certificate and is to be substituted for Part II (4) of that Certificate.

The undersigned declares that he is duly ountersig by the Central Government to issue this Memorandum.

Issued at this day of 19.

(Signature).

SECOND SCHEDULE.

(See Rule 8.)

TABLE.

Registerationof length of the Ship in feet.	Number of sets of davits	Minimum aggregate capacity of lifeboat in cubic feet

	A	D
100 and under 120	2	400
120 “ “ 140	2	525
140 “ “ 160 .	2	762
160 “ “ 175	3	975
175 “ “ 190	3	1162
190 “ “ 205	4	1350
205 “ “ 220	4	1625
(7) 230	5	1843
(7) 245	5	2050
(7) 255	6	2300
(7) 270	6	2530
(7) 285	7	3025
(7) 300	7	3550
(7) 315	8	4125
(7) 330	8	4625
(7) 350	9	5125
(7) 370	9	5500
(7) 390	10	5875
(7) 410	10	6375
(7) 435	12	6875
(7) 460	12	7500
(7) 490	14	8180
(7) 520	14	8875
(7) 550	16	9560
(7) 580	16	. .
(7) 610	18	. .
(7) 640	18	. .
(7) 670	20	. .

Note—The number of sets of dravits and the boat capacities of ships not provided for in this table shall be determined by the Central Government.

THIRD SCHEDULE.

(See Rues 11 AND 12.)

PART 1

Life boats of Class. 1.

(7) Every boat shall have a mean sheer at least equal to four percent of its length.

(2) The air-cases of every boat shall be so placed as to secure stability when fully laden under adverse weather conditions.

(3) Internal buoyancy ountersig shall be constructed of copper of yellow metal of not less than 18ozs., to the superficial foot, or of other approved material.

Life boats with Internal Buoyancy Appliances only—Calss I (a).

(7) The buoyancy of a wooden boat of this type shall be provided by water-tight air-cases, th total volume of which shall be at least equal to one-tenth of the cubic capacity of the boat.

(7) The buoyancy of a metal boat of this type shall not be less than that required for a wooden boat of the same cubic capacity, and the volume of watertight air-cases shall be increased accordingly.

Lifeboats with Internal and External Buoyancy Appliances.—Class 1 (b)

(6) The internal buoyancy of a wooden boat of this type shall be provided by water-light air-cases, the total volume of which is at least equal to seven-and-a half percent, of the cubic ounters of the boat.

(7) The external buoyancy may be provided by means of cork or any other equality efficient material, but buoyancy shall not be obtained by the use of rushes, cork shavings, loose granulated corks or any other loose granulated substance, or by any means dependent upon inflation by air.

(7) If the buoyancy appliances are of cork, their volume, for a wooden boat, shall not be less than thirty-three thousands of the cubic capacity of the boat, if of any material other than cork, their volume and distribution shall be such that the buoyancy and stability of the boat are not less than that of a similar boat provided with buoyancy appliances or cork.

(9) The buoyancy of a metal boat, shall be not less than that required for a wooden boat of the same cubic capacity and the volume of the watertight air-cases and of the external buoyancy appliances shall be increased accordingly.

PART II.

Lifeboats of Class 2.

Open boats with Internal and External Buoyancy---- Upper Part of sides collapsible,--- Class 2 (a).

(7) A wooden boat of this type shall be fitted both with water-tight air-cases and with external buoyancy appliances the aggregate volume of which, for each person which the boat is able to accommodate, shall be at least equal to the following amouints—

Air-cases ... ... 1.5cubic feet.

Xternal buoyancy appliances (if not cork) ... 0.2 cubic feet.

(11) Internal buoyancy appliances shall be constructed of copper of yellow metal of not less than 18 ozs., to the sueprfical foot or other approved material.

(12) The external buoyancy appliances may be of cor or of any other quality equally efficient mataerial, but buoyancy shall not be obtained by the use of rushes, cork shavings, loose granulated cork or any other loose granulated substasnce, or by any means dependent upon inflation by air if of any material other than cork, their volume and distribution shall be such that the buoyancy and stability of the boat are not less than of similar boat provided with buoyancy appliances of cork.

(7) A metal boat of this type shall be provided with internal and external buoyancy appliances to ensure that the buoyancy of the boat shall be at least equal to that of a wooden boat of the same cubic capacity.

(14) The freeboard of a boat of this type shall be measured vertically to the top of the solid hull at the side amidships, from the water level, when the boat is loaded with its full complement of persons and equipment.

(7) The minimum freeboard in fresh water of a boat of this type shall be fixed in relation to its length and shall be determined by the following table:--

Length of boat. Feet.	Minimum freeboard. Inches.
(7)	8
(7)	9
(7)	10

The minimum freeboard of boats of intemidate lengths is to be found by interpolation.

(16) The collapsible sides of every lifeboat shall be watertight.

Decked Boats with either Fixed or Collapsible Watertight Bulwors.—
Class 2 (b).

(7) In the case of boats of the type having a well deck the area of the well deck shall be at least 30 per cent of the total deck area. The height of the well deck above the waterline at all points shall be at least equal to one-half per cent of the length of the boat at the ends of the well. The freeboard in fresh water shall be such as to provide for a reason buoyancy of at least 35 per cent.

(7) (A) The minimum freeboard of a boat of this type having a fluish deck is independent of its length and depends only upon its depth. The depth of the boat is to be measured vertically from the underside of the garboard strake to the top of the deck at the side amidships and the free board is to be measured from the top of the deck as the side amidships to the water-levels when the boat is loaded with its full complement of persons and equipment.

(7) The minimum freeboard in fresh water shall be determined by the following table which is applicable without correction to baots having a mean sheer equal to three per cent, of their length (hereinafter called the standard sheer).

Death of baot. Inches.	Minimum freeboard Inches.
(7)	2 ½
(7)	3 ½
(7)	5 ½
(7)	6 ½

For intermediate depths the minimum freeboard is obtained by interoolation.

(7) If the sheer is less than the standard sheer the minimum freeboard shall be obtained by adding to the ounter in the table one-seventh of the difference between the standard sheer and the actual mean sheer measured at the stem and stern post; no deduction shall be made from the freeboard on account of the sheer being greater than the standard sheer or on account of the camber of the deck.

(7) Decked boats may be built of wood or metal. If constructed of wood, they shall have the obtain and deck made of two thickness with textile material between; if of metal they shall be divided into watertight ountersigne with means of access to each compartment.

(7) All deck boat shall be fitted with efficient means for clearing the deck of water. The orifices for this purpose shall be such that the water cannot enter the boat through them when they are intermittently submerged. The number and size of the orifices shall be determined by the Central Government for each type of boat by a special test.

(7) For the purpose of this test:--

(7) The decked boat shall be loaded with a weight of iron equal to that of the complement of persons and equipment.

(B) In the case of a boat 28 feet in length two tons of water shall be cleared from a boat with a well deck in not more than 60 seconds and in the case of a boat with a flush deck in not more than 20 seconds.

I In the case of a boat having a length (1) greater or less than 28 feet, the weight of water in tons to be cleared in the same times as mentioned in sub-paragraph (b) shall be or each

FOURTH SCHEDULE.

(See Rule 16.)

PART 1.

Cubic Capacity of Lifeboats of Class 1.

(1)—(A) The cubic capacity of lifeboat of Class 1 shall be determined by the formula set out below or by any other method giving the same degree of accuracy. The capacity of a square sterned boat shall be calculated as if the boat had a pointed stern.

$$\text{Cubic Capacity} = \frac{1}{12}(4A+2B+C). \text{ Who}$$

1 denotes the length of the boat in feet from the inside of the planking or plating at the stem to the corresponding point at the stern post; in the case of a boat with a square stern, the length is measured to the inside of the transom.

A, B, C denotes respectively the areas of the cross-sections at the quarter length forward, amidships, and the quarter length aft, which correspond to the three points, obtained by dividing 1 into four equal parts (the area corresponding to the two ends of the boat are considered negligible).

The areas A, B,C shall be deemed to be given in square feet by the successive application of the following formula to each of the three cross-section:--

$$\text{Area} = \frac{A}{12}(a+4b+2c+4d+e), \text{ where}$$

h denotes the depth measured in feet inside the planking or plating from the keel to the level of the gunwale, or, in certain cases, to a lower level, as determined hereafter;

a, b, c, d, e denote the horizontal breadths of the boat measured in feet at the upper and lower points of the depth and at the three points obtained by dividing h into four equal parts 9a and e being the breadths at the extreme points, and c at the middle point of h).

(B) If the oars are pulled in rowlocks, the bottom of the rowlocks shall be considered as the gunwale in measuring the depth of the boat.

I If the sheer of the gunwale, measured at the two points situated at a quarter of its length of the boat from the ends, exceeds 1 per cent, of the length of the boat, the depth employed in calculating the area of the cross-section A or C shall be deemed to be the depth amidships plus 1 per cent of the length of the boat.

(D) If the depth of the boat amidships exceeds 45 per cent of the breadth, the depth employed in calculating the area of the midship cross-section B shall be deemed to be equal to 45 per cent of the breadth, and the depth employed in calculating the areas of the quarter length sections A and C is obtained by increasing this last figure by an amount equal to 1 per cent of the length of the boat, provided that in no case shall the depths employed in the calculation exceed the actual depths at these points.

(7) Unless the owner of a boat requires the cubic capacity to be determined by exact measurement the cubic capacity may be assumed to be the product of the length, the breadth, and the depth multiplied by 0.6 if it is evident that this formula does not give a greater capacity than that obtained by the formula set out in paragraph (1) of this schedue.

The dimension shall be measured in the following manner:--

Length.—From the intersection of the outside of the planking with the stem to the corresponding point at the stern post or in the case of a square sterned boat to the after side of the transom.

Breadth.—From the outside of the planking at the point where the breadth of the boat is greatest.

Depth.—Amidships inside the planking from the keel to the level of the gunwale, but the depth used in ountersign the cubic capacity may not in any case exceed 45 per cent of the breadth.

(7) The area of the deck of a decked boat and the area within the "fixed" bulwarks of a lifeboats of Class 2 (a) shall be determined by the formula set out below or by any other method giving the same degree of accuracy.

$$\text{Area} = \frac{1}{} (2a+1.5b+4c+1.5d+2c). \text{ where}$$

1 denotes the length in feet from the intersection of the outside of the planking with the stem to the corresponding point at the stern post ;

a, b, c, d, e denote the horizontal breadths in feet outside the planking at the points obtained by dividing 1 into four equal parts and sub-dividing the foremost and aftermost parts into two equal parts (a and c being the breadths at the extreme subdivisions, c at the middle point of the length, and b and d at the intermediate points)

DEPARTMENT OF COMMONWEALTH RELATIONS, NOTIFICATION.
New Delhi, the 12th April, 1947.

No. F.21-7/43-H&G. – In exercise of the powers ountersi by subsection (1) of section 193 of the Indian Merchant Shipping Act, 1923 (XXI of 1923) and in superession of the orders contained in the notification of the Government of India in the late Department of Education, Health and Lands No. F.16-1/133-G. dated the 17th October, 1933, the Central Government is pleased to direct that the number of superficial and the number of cubic feet of space to be ounters and marked separately for each pilgrim in the between-deck on which he is accommodated shall be eighteen and one hundred and eight respectively.

(Sd.) R.N.BANERJEE,

Secretary to the Govt. of India.