



भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING
नौवहन महानिदेशालय / DIRECTORATE GENERAL OF SHIPPING
“जहाज भवन” / “JAHAZ BHAVAN”
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DGS ORDER No. 3 OF 2012.

No.SS/MISC(42)/2003-Pt.

24/05/2012.

Sub: Amendment to DGS Order 6 of 2010 – RSV Notification.

Whereas, the Directorate had issued DGS Order No. 6 of 2010 prescribing standards for construction, Safe Operation, Manning and Certification of River-sea Vessels (RSVs), which are exclusively engaged on trade within the Indian territorial waters,

Whereas, the Coastal Shipping industry has now requested for inclusion of vessels such as tugs, having higher power (>3000 KW) and operating solely within the coastal waters, under River-Sea Vessels in the aforementioned notification, in view of the fact that larger and deeper vessels are now calling at Indian ports, which require high powered tugs for safe handling of such vessels in the ports,

Whereas, such relaxation will encourage Indian Shipowners and port operators to go for higher capacity tugs, which will promote shipping and port activities, particularly coastal shipping in India,

Now, therefore, the Director General of Shipping in exercise of the powers vested in him under the provisions of Section 456 of the M.S. Act 1958 read together with S.O.3144 dated 17/12/1960 hereby orders that the tugs having propulsion power up to 6000 KW registered under M.S.Act can also be certified as River-sea Vessels, if so desired by the owners, and the RSV notification (DGS Order No.6 of 2010) stands amended accordingly, and the following amendments are made to DGS Order 6 of 2010 dated 15.11.2010.

(A) Annex-I, para 1.1.2 is replaced by the following text:

“1.1.2 Unless expressly provided otherwise, the DGS Order applies only to river-sea vessels that are:

- engaged exclusively on Indian coastal voyages;
- less than 3000 GT;
- less than 3000 kW main propulsion power, for vessels other than tugs;
- less than 6000 kW main propulsion power, for tugs;
- not passenger vessels;
- not tankers;
- not carrying bulk chemicals or gas in any form (packaged or otherwise);
- not fishing vessels;
- not military and government river-sea vessels not used for commercial purposes;
- not offshore support vessels.”

(B) Annex-II, Paragraphs 1.5 and 1.6 are replaced by the following text:

"1.5 ENGINE SIDE MANNING FOR TYPE 3 & 4 RIVER-SEA VESSELS ENGAGED IN COASTAL OPERATION:

Type 3 & 4 River-Sea Vessels, while engaged in coastal operations, shall be manned (engine-side) by:

Capacity	kW ≤ 750	750 < kW ≤ 1500	1500 < kW ≤ 3000	3000 < kW ≤ 6000 (Tugs only)
Chief Engineer	Marine Engineer Officer Class III (NCV – 2 nd Engineer) OR Marine Engineer Officer Class IV (NCV) with 1 yr. experience as Officer In charge of Engineering watch	Marine Engineer Officer Class III (NCV – Chief Engineer) OR Marine Engineer Officer Class III (NCV – 2 nd Engineer) with 1 yr. experience as 2 nd Engineer	Marine Engineer Officer Class III (NCV – Chief Engineer) OR Marine Engineer Officer Class III (NCV – 2 nd Engineer) with 1 yr. experience as 2 nd Engineer	Marine Engineer Officer Class II / Marine Engineer Officer CI-III (NCV –CEO) having OSV endorsement
1 st Engine Watch keeper	Inland (IV) Driver (1 st Class) OR Marine Engineer Officer Class IV (NCV) Part A	Marine Engineer Officer Class III (NCV – 2 nd Engineer) OR Marine Engineer Officer Class IV (NCV) with 6 months experience as Officer In charge of Engineering watch	Marine Engineer Officer Class III (NCV – 2 nd Engineer) OR Marine Engineer Officer Class IV (NCV) with 1 yr. experience as Officer In charge of Engineering watch	Marine Engineer Officer Class III (NCV–SEO/MEO CIIV) NCV with Two years experience
2 nd Engine Watch keeper	—	Inland (IV) Driver (1 st Class)* OR Marine Engineer Officer Class IV Part A (NCV)*	Inland (IV) Driver (1 st Class)* OR Marine Engineer Officer Class IV (NCV) Part A*	
Ratings	2 nos. Ratings (Oilman)	1 no. Rating (Oilman)*	1 no. Rating (Oilman)*	1no. Rating forming part of Engineering Watch 1 no. Rating
		* Where the 10 degree channel is crossed, manning scale would require additional watch keeping engineer to be an MEO Class IV (NCV) and one additional Rating forming Part of Engg. Watch	* Where the 10 degree channel is crossed, manning scale would require additional watch keeping engineer to be an MEO Class IV (NCV) and one additional Rating forming Part of Engg. Watch	

1.6 ENGINE SIDE MANNING FOR TYPE 3 & 4 RIVER-SEA VESSELS ENGAGED IN HARBOUR OPERATION:

Type 3 & 4 River-Sea Vessels, while engaged in harbour operations, shall be manned (engine-side) by:

Capacity	kW ≤ 750	750 < kW ≤ 1500	1500 < kW ≤ 3000	3000 < kW ≤ 6000 (Tugs only)
Chief Engineer	Marine Engineer Officer Class IV (NCV) OR S.G.E.D OR Inland (IV) Driver (1 st Class) with 1 yr. experience	Marine Engineer Officer Class IV (NCV)	Marine Engineer Officer Class III (NCV – 2 nd Engineer) with 1 yr. experience as 2 nd Engineer	Marine Engineer Officer Class II / Marine Engineer Officer CI-III (NCV –CEO) having OSV endorsement
1 st Engine Watch keeper		S.G.E.D OR Inland (IV) Driver (1 st Class) OR Inland (IV) Driver (2 nd Class) with 2 yrs. Experience	Marine Engineer Officer Class IV (NCV) OR S.G.E.D with 1yr. experience OR Inland (IV) Driver (1 st Class) with 2 yrs. Experience	Marine Engineer Officer Class III (NCV–SEO/MEO CIIV) NCV with Two years experience
Ratings	2 no. Rating (Oilman)	1 no. Rating (Oilman)	1no. Rating forming part of Engineering Watch 1 no. Rating (Oilman)	1no. Rating forming part of Engineering Watch 1 no. Rating

- 1.7 For the purposes of this Annex, "Harbour Operations" would mean plying within harbour limits & partially smooth waters (including River Hooghly) with occasional operation within six nautical miles of port jurisdiction
- 1.8 Officers and crew sailing on board river-sea vessels under this Notification shall be entitled to receive full sea time in respect of eligibility and service requirements towards NCV certificates. "

This comes into force from the date of issue of this order.



(Dr. S. B. Agnihotri)
Director General of Shipping &
ex-officio Additional Secretary
to the Government of India

To

1. All Indian Shipping Cos.
2. INSA, Mumbai.
3. FOSMA / MASSA, Mumbai.
4. All Charterers / Shippers,
5. Indian Oil Corporation, New Delhi.
6. Bharat Petroleum Corporation Ltd., Mumbai.
7. Hindustan Petroleum Corporation Ltd., Mumbai.
8. All Mercantile Marine Departments.
9. All Major Port Trusts.
10. All Classification Societies.
11. ICC Shipping Association.