MINISTRY OF PORTS, SHIPPING AND WATERWAYS

New Delhi, XX of 2026

G.S.R. _____.— In exercise of the powers conferred by sections 116, 117(1) and 130(1), (2)(a) to (d), and (h) of the Merchant Shipping Act, 2025 (24 of 2025)**,** and in supersession of the Merchant Shipping (Safety of Navigation) Rules, 1997, except as respects things done or omitted to be done before such supersession, the Central Government**,** having regard to the provisions of the Part V of Safety Convention, hereby makes the following rules, namely:—

PART I
PRELIMINARY

1. Short title and commencement. — *(1)* These Rules shall be called the Merchant Shipping (Safety of Navigation) Rules, 2026.

(2) Save as otherwise provided in these Rules, these Rules shall come into force on the date of their publication in the Official Gazette.

2. Application.— *(1)* Unless expressly provided otherwise, these Rules shall apply to all sea-going Indian ships registered under the Merchant Shipping Act, 2025 (24 of 2025) on all voyages wherever they are, and vessels other than Indian ships, while they are in Indian waters; except:

(a) Warships, naval auxiliaries and other ships owned or operated by a Government and used only on government non-commercial service;

(b) Pleasure Crafts;

(c) Ships not propelled by mechanical means.

(d) Ships employed in trades or operations where bridge arrangements and navigational equipment as may be approved by the Director General are provided to suit special navigational and operational requirements.

Provided that warships, naval auxiliaries or other ships owned or operated by a Government and used only on government non-commercial service shall, so far as is reasonable and practicable, act in a manner consistent with these rules.

(2) A rigidly connected composite unit of a pushing vessel and associated pushed vessel, when designed as a dedicated and integrated tug and barge combination, shall be regarded as a single ship for the purpose of this Rule.

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

(a) "Act" means the Merchant Shipping Act, 2025 (24 of 2025);

(b) "Approved" means approved by the competent authority;

(c) "Bridge" means the area from which the navigation and control of the vessel is exercised and includes the wheel house chart room and the bridge wings complying with the requirements of the relevant organization standards.

(d) "Collision regulations" means the Merchant Shipping (Prevention of Collision at Sea) Rules 2026, framed under the act as amended from time to time;

(e) "Competent Authority**"** means the Director General of Maritime Administration appointed under sub-section (1) of section 7 of the Act for the purpose of implementing and enforcing the provisions of these rules, and includes the Nautical Adviser and any other authority or officer, to whom such powers have been delegated under the Act or the rules made thereunder, for approving bridge layouts, navigational equipment, and navigational systems specified herein, and for granting exemptions in accordance with these rules.

(f) "Constructed" in relation to a ship, means a stage of construction where:

(i) the keel is laid; or

(ii) construction identifiable with a specific ship begins; or

(iii) assembly of that ship commenced comprising of atleast 50 tons or 1% of the estimated mass of all structural material whichever is less.

(g) "Emergency steering position" means position on a ship from which vessel can be steered in the event of a breakdown of the transmission system, used for operation of the steering gear, between the navigation bridge and the steering gear.

(h) "Gyro Compass" means direction showing equipment using principle of gyroscope and complying with the requirements of the relevant organisation standards.

(i) "High-speed craft" means a craft as defined in regulation X/1.3 of SOLAS, 1974 as amended;

(j) "International Code of Signals" means the code of signals approved by the organization used for communication of safety, emergency, and distress messages.

(k) "Standards" means recommendations, guidelines or Performance standards approved and published by the International Maritime Organization (IMO) and as amended from time to time;

(l) "Length" of a ship means its length overall;

(m) "Mobile offshore drilling unit" means a mobile offshore drilling unit as defined in regulation XI-2/1.1.5 SOLAS, 1974 as amended;

(n) "Magnetic Compass" means an equipment complying with the requirements of the relevant organization standards.

(o) "Nautical Chart or Nautical Publication" means a special-purpose map, book, or a specially compiled database from which such a map or book is derived, that is

officially issued by the Hydrographic Office authorized by the Competent Authority or by any other relevant government institution, and is intended to meet the requirements of marine navigation.

(p) "Notices to mariners" means the notice published by the Chief Hydrographer to the Government of India and includes Navarea warning and annual notices.

(q) "Organisation" means International Maritime Organisation;

(r) "routeing system" means any system of one or more routes or routing measures aimed at reducing the risk of casualties; it includes traffic separation scheme, 2-way routes, recommended tracks, areas to be avoided, no anchoring areas, inshore traffic zones, roundabouts, precautionary areas, deep water routes and safety fairways established in Indian waters up to Exclusive Economic Zone by the Competent Authority conforming to these rules, guidelines and criteria developed by the Organization and International Hydrographic Organisation (IHO) ;

(s) "Search and rescue service" means the performance of distress monitoring, communication, co-ordination and search and rescue functions, including provision of medical advice, initial medical assistance, or medical evacuation, through the use of public and private resources including co-operating aircraft, ships, vessels and other craft and installations;

(t) "Schedule" means a schedule to these rules.

(u) "Ship Reporting System" means a reporting system for the purpose of safety of life at sea, safety & efficiency of Navigation and/or Protection of Marine environment conforming to these rules and criteria adopted by the Organization;

(2) Words and expressions used in these rules but not defined herein shall have the meanings respectively assigned *to* them in the Act.

4. Exemptions and Equivalents.— *(1)* The Nautical Advisor may, by order and subject to such conditions as it may deem fit, grant general exemptions to any class or category of ships that are not fitted with mechanical means of propulsion from the requirements relating to navigational systems, navigational equipment, bridge layout, navigational visibility, and navigational records prescribed under these rules, where such requirements are not reasonably applicable to the design, construction, or operation of such ships.

(2) The Nautical Advisor may, on a case-by-case basis, grant to any individual ship a partial, *conditional* or temporary exemption, or may approve equivalent arrangements, where it is satisfied that—

(a) the nature and duration of the voyage;

(b) the maximum distance of the ship from the shore;

(c) the prevailing navigational and environmental conditions; and

(d) the absence of general navigational hazards;

are such that strict compliance with the requirements relating to navigational systems, navigational equipment, bridge visibility, navigational procedures, and navigational record-keeping would be unreasonable or unnecessary in the interests of safety and practicality.

(3) Before granting any exemption or approving an equivalent arrangement under sub-rule (2), the *Nautical* Advisor shall give due consideration to the effect that such exemption or equivalency may have upon—

(a) the overall safety of the ship and persons on board; and

(b) the safety of other ships navigating in the same area.

*(*4*)* Any exemption or equivalent arrangement granted under this rule shall be—

(a) issued in writing by the Nautical Advisor;

(b) limited in duration, scope, or voyage as may be specified therein; and

(c) carried on board the ship at all times during its validity for inspection by the appropriate authorities.

(5) The Nautical Advisor may at any time revoke or modify an exemption or equivalency granted under this rule, if in its opinion, such action is necessary in the interest of safety of life at sea or protection of the marine environment.

PART II
STANDARDS FOR THE SAFETY OF NAVIGATION, COMMUNICATION, MANNING, AND OPERATIONAL READINESS OF SHIPS

5. Life-Saving Signals.— *(1)* Life-saving signals shall be employed by ships and aircraft engaged in search and rescue operations for the purpose of communicating with ships or persons in distress, or for directing ships. Such signals shall likewise be used by ships or persons in distress when communicating with ships, or aircrafts engaged in search and rescue operations.

(2) The life-saving signals referred to in sub-rule (1) shall be in accordance with the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, Volume III, and the International Code of Signals, as amended from time to time.

6. Indian Ship Reporting System.— *(1)* The Competent Authority shall establish and maintain an Indian Ship Reporting System and shall notify, by order or circular, the detailed modalities, procedures, communication formats, and reporting requirements for participation in such system.

(2) The master of every Indian ship of one hundred gross tonnage and above entering the specified coordinates shall participate in the Indian Ship Reporting System referred to in sub-rule (1), and shall, without delay, furnish all relevant information required under the provisions of such system.

(3) All ships other than Indian ships of one hundred gross tonnage and above entering or transiting through the Indian Ship Reporting Region (ISRR) shall be encouraged to participate in the Indian Ship Reporting System.

(4) The shipowner, master, or skipper of every ship shall be guided by the general principles for ship reporting and the requirements relating to the reporting of incidents involving dangerous goods, nuclear materials, or harmful substances, as adopted by the Organisation.

(5) The master of a ship shall comply with the requirements of the Indian Ship Reporting System and shall, without delay, furnish to the designated authorities the information required in accordance with the provisions of each such system.

(6) Participation by ships in the adopted ship reporting systems shall be free of charge.

(7) The Competent Authority may issue such notifications, circulars, or guidelines as may be necessary for the effective implementation and enforcement of the provisions of this rule.

7. Routeing systems- *(1)* Every ship shall follow routeing systems wherever established.

(2) Where, due to circumstances beyond the control of the master, a ship is unable to navigate strictly in accordance with an established routeing system, every precaution shall be taken to ensure the safety of navigation of all ships in the area, including the transmission of a "safety" message indicating such deviation. Every such occurrence shall be recorded in the official log book and shall be reported, at the earliest opportunity, to the Principal Officer or, where a Principal Officer is not available, to the appropriate authority or officer having jurisdiction.

(3) Every violation of a routeing system reported by the appropriate authority or a port state, whether reported by a master or not, shall be investigated by the Principal Officer. The Principal Officer shall also take into account investigation conducted by any other Administration, if any. Report of every such investigation shall be submitted to the competent authority.

8. Vessel Traffic Services.— *(1)* The Competent Authority, shall plan, establish and implement Vessel Traffic Services (VTS) in such ports, places or areas in India as it may consider necessary, where in its opinion the volume of maritime traffic or the degree of navigational risk so justifies.

(2) The Vessel Traffic Services established under sub-rule (1) shall be aimed at enhancing the safety of life at sea, safety and efficiency of navigation, and the protection of the marine environment, adjacent shore areas, work sites and offshore installations from possible adverse effects of maritime traffic, and shall conform as close to the guidelines and criteria adopted by the Organization by Resolution A.857(20), as amended from time to time.

(3) All ships navigating within Indian waters, including ports, places and other areas where such services are established by the Central Government, shall participate in the Vessel Traffic Services and comply with the requirements prescribed by the concerned Port Authorities or other competent authorities in such areas.

(4) The Competent Authority, may issue such notifications, circulars or guidelines, from time to time, as may be necessary for the effective implementation and enforcement of the provisions of this rule.

9. Ship's Manning.— *(1)* Every Indian ship shall be sufficiently and efficiently manned by duly certificated officers and qualified seafarers as applicable to its type and trading area, and in conformity with the minimum safe manning requirements as may be prescribed by issuing executive orders so as to ensure the safety of life at sea.

(2) The shipowner or manager shall apply to the Registrar of Indian Ships, in the prescribed form prescribed in the First Schedule, along with the proposed manning details and the fee that will be specified for this purpose. Upon satisfaction of all certification and manning requirements, the Registrar shall issue the document in the form prescribed.

(3) A Minimum Safe Manning Document shall remain valid unless there is a substantial change in the trading area, principal dimensions or gross tonnage of the ship, which shall be immediately notified to the Director General and the Registrar of Indian Ships.

(4) In case of loss, defacement or destruction of the document, the shipowner shall inform the Registrar, who may issue a duplicate upon application and payment of the prescribed fee.

10. Bridge Design.— *(1)* Every ship shall be provided with a bridge constructed to ensure the safe navigation and proper operation of the vessel.

(2) Any ship already registered as an Indian ship on the date of commencement of these rules shall be inspected, and compliance with this rule shall be ensured as far as practicable. Structural alterations shall be required only where non-compliance is likely to adversely affect the safety of navigation.

**Note: Reference may be made to the Guidelines on Ergonomic Criteria for Bridge Equipment and Layout (MSC/Circ.982), the Guidelines for Bridge Equipment and Systems, Their Arrangement and Integration (BES) (SN.1/Circ.288), and, for INS, the Revised Recommendation on Performance Standards for an Integrated Navigational System (resolution MSC.252(83), as amended).*

11. Maintenance of Equipment.— *(1)* Every ship shall be provided with instructions for the on-board maintenance of navigational and safety equipment required under these rules, and such maintenance shall be carried out in accordance with those instructions. Each ship shall carry

adequate tools and spare parts as prescribed by the equipment manufacturers to ensure proper maintenance and operation.

(2) Notwithstanding anything contained in any other provision of these rules, while every reasonable step shall be taken to maintain the equipment required under this rule in efficient working order, the malfunction of such equipment shall not, by itself, be deemed to render the ship unseaworthy or to justify delay of the ship at a port where repair facilities are not readily available:

Provided that, the master shall make suitable arrangements to take the inoperative equipment or unavailable information into account when planning and executing a safe voyage to a port where the necessary repairs can be carried out.

(3) Every reasonable step shall be taken to ensure that all navigational equipment required under these rules is maintained in efficient working order. Where such equipment is found to be malfunctioning—

(a) a ship engaged on an international voyage may be permitted by the Competent Authority to proceed to the next port where repairs or spare parts are available; and

(b) a ship engaged on a coasting voyage within India may be permitted to sail without such equipment for a specified period, which may, on consideration of the circumstances, be extended by the Competent Authority.

12. Electromagnetic Compatibility.—*(1)* All electrical and electronic equipment installed on or in the vicinity of the bridge on ships constructed on or after the 1st day of July, 2002, shall be tested for electromagnetic compatibility, taking into account the recommendations and standards adopted by the International Maritime Organization.

(2) All electrical and electronic equipment shall be installed in such a manner that electromagnetic interference does not adversely affect the proper functioning of any navigational system or equipment on board.

(3) Portable electrical or electronic equipment shall not be operated on the bridge if its operation is likely to interfere with the proper functioning of navigational systems or equipment.

13. Approval, Surveys and Performance Standards of Navigational Systems, Equipment and Voyage Data Recorder.— *(1)* All navigational systems and equipment required to be fitted on board ships shall be approved by the Competent Authority before installation.

(2) All systems and equipment, including any associated back-up arrangements, installed on or after the 1st day of July, 2002, shall conform to performance standards as prescribed in Schedule II, not inferior to those adopted by the International Maritime Organization.

(3) When systems or equipment are replaced or newly installed on ships constructed before the 1st day of July, 2002, such systems or equipment shall, so far as is reasonable and practicable, comply with the standards specified in sub-rule (2).

(4) Systems and equipment installed prior to the adoption of international performance standards may, at the discretion of the Competent Authority, be exempted from full compliance with those standards, having due regard to the recommendations of the International Maritime Organization.

(5) The Competent Authority shall ensure that manufacturers of navigational systems and equipment maintain a quality control system audited by a competent authority to verify continuous compliance with type approval conditions. Alternatively, the Competent Authority may apply final product verification procedures to confirm compliance prior to installation on board ships.

(6) Before granting approval for systems or equipment incorporating new features not previously covered under these rules, the Competent Authority shall satisfy itself that such features perform functions at least as effective as those required under these rules.

(7) Any navigational equipment fitted on ships, in addition to that required under these rules, shall be subject to approval by the Competent Authority and, as far as practicable, shall comply with performance standards not inferior to those adopted internationally.

Provided that, in addition to the requirements specified in this rule, further technical and performance requirements applicable to navigational systems, equipment, and voyage data recorders shall be as prescribed in Schedule II to this rule and as may be prescribed by the organisation from time to time.

(8) The voyage data recorder system, including all associated sensors, shall be subjected to an annual performance test conducted by an approved testing or servicing facility. The test shall verify the accuracy, duration and recoverability of the recorded data and the condition of all protective enclosures and locating devices. A copy of the certificate of compliance issued by the testing facility shall be retained on board the ship.

(9) The automatic identification system fitted on board ships shall be subjected to an annual test conducted by an approved testing or servicing facility. The test shall verify correct programming, data exchange with connected sensors, and radio performance. A copy of the test report shall be retained on board the ship.

PART III
CARRIAGE REQUIREMENTS FOR SHIPBORNE NAVIGATIONAL SYSTEMS AND EQUIPMENT.

14. Application and General Requirements.— *(1)* The provisions of this regulation shall apply to all ships, subject to the specifications contained herein.

(2) Ships constructed on or after the 1st day of July, 2002 shall be fitted with navigational systems and equipment in accordance with the requirements specified therein.

(3) Ships constructed before the 1st day of July, 2002 shall—

(a) continue to be fitted with navigational systems and equipment conforming to the standards prescribed under the Merchant Shipping (Safety of Navigation) Rules, 1997, unless upgraded to meet the requirements of this regulation;

(b) be fitted with the navigational systems and equipment specified not later than the dates applicable to such ships; and

(c) be fitted with a Bridge Navigational Watch Alarm System (BNWAS) in accordance with the following schedule—

(i) passenger ships, irrespective of size, not later than the first survey after the 1st day of January, 2016;

(ii) cargo ships of three thousand gross tonnage and above, not later than the first survey after the 1st day of January, 2016;

(iii) cargo ships of five hundred gross tonnage and above but less than three thousand gross tonnage, not later than the first survey after the 1st day of January, 2017; and

(iv) cargo ships of one hundred and fifty gross tonnage and above but less than five hundred gross tonnage, not later than the first survey after the 1st day of January, 2018.

(4) The Bridge Navigational Watch Alarm System referred to in clause (3)(c) shall remain in operation whenever the ship is underway at sea.

(5) The Competent Authority may exempt any ship from the requirements of clause (3)(c) if such ship is intended to be permanently withdrawn from service within two years from the relevant implementation date.

15. Shipborne Navigational Equipment and Systems.— *(1)* Every ship, irrespective of size, shall be equipped with—

(a) a properly adjusted standard magnetic compass or equivalent means independent of power supply to determine and display the ship's heading at the main steering position;

(b) a pelorus or compass bearing device or equivalent means independent of power supply to take bearings over an arc of the horizon of 360 degrees;

(c) means of correcting headings and bearings to true direction at all times;

(d) nautical charts and nautical publications adequate for voyage planning, route plotting, and position monitoring;

(e) a back-up arrangement for electronic chart systems;

(f) a receiver for a global navigation satellite or terrestrial radio navigation system capable of automatically determining and updating the ship's position;

(g) if less than one hundred and fifty tons and practicable, a radar reflector;

(h) a sound reception system where the bridge is fully enclosed; and

(i) a telephone or equivalent means to communicate heading information to the emergency steering position, if fitted.

(2) Requirements for Ships of 150 Tons and above and Passenger Ships Irrespective of Size. Every such ship shall, in addition to the requirements of sub-rule (2)(1), be fitted with—

(a) a spare or duplicate magnetic compass;

(b) a daylight signalling lamp or other independent means of visual communication;

*(c)*a Bridge Navigational Watch Alarm System installed and maintained in accordance with recognized standards;

(d) a sextant;

(e) a aneroid barometer calibrated by an authorized meteorological officer; and

(f) for navigational and safety communication—

(i) a set of international code flags;

(ii) the International Code of Signals;

(iii) the Standard Marine Navigational Vocabulary; and

(iv) means to transmit distress signals consistent with international collision regulations.

(3) Requirements for Ships of 300 Tons GT and Above and Passenger Ships Irrespective of Size. Every such ship shall, in addition to the requirements of sub-rule (2)(2), be fitted with—

(a) an echo-sounding device;

(b) a nine gigahertz radar or equivalent means for detecting surface craft, obstructions, and navigational marks;

*(c)*an electronic plotting aid for determining collision risk;

(d) a speed and distance measuring device; and

(e) a transmitting heading device for radar and tracking systems.

(4) Automatic Identification System (AIS)

(a) Every ship of three hundred tons and above engaged on international voyages, and every cargo ship of five hundred tons and above not engaged on international voyages, shall be fitted with an Automatic Identification System (AIS).

(b) The AIS shall—

(i) provide automatically to shore stations, other ships, and aircraft information including the ship's identity, position, course, speed, and navigational status;

(ii) receive automatically such information from other ships; and

(iii) remain operational at all times except where restricted by international security regulations.

(5) Requirements for Ships of Five Hundred Tons and Above; Every such ship shall, in addition to the requirements of sub-rule (2)(4), be fitted with—

(a) a gyro compass or equivalent non-magnetic means of determining heading;

(b) gyro-compass repeaters at the emergency steering position;

(c) rudder, propeller, thrust, pitch and operational mode indicators visible from the conning position; and

(d) an automatic tracking aid for determining the range and bearing of targets to assess collision risk.

(6) Requirements for Ships of Three Thousand Tons GT and Above; Every such ship shall, in addition to the requirements of sub-rule (2)(5), be fitted with—

(a) a three gigahertz radar or a second nine gigahertz radar functionally independent of the primary radar; and

(b) a second automatic tracking aid independent of the first.

(7) Requirements for Ships of Ten Thousand Tons GT and Above; Every such ship shall, in addition to the requirements of sub-rule (2)(6), be fitted with—

(a) an automatic radar plotting aid capable of tracking at least twenty targets and conducting trial manoeuvres; and

(b) a heading or track control system capable of automatically maintaining a heading or track.

(8) Requirements for Ships of Fifty Thousand Tons GT and Above; Every such ship shall, in addition to the requirements of sub-rule (2)(7), be fitted with—

(a) a rate-of-turn indicator; and

(b) a speed and distance measuring device capable of indicating speed and distance over the ground in both longitudinal and transverse directions.

(9) Every ship engaged on international voyages shall be fitted with an Electronic Chart Display and Information System (ECDIS) in accordance with the following—

(a) passenger ships of five hundred tons and above constructed on or after the 1st day of July, 2012;

(b) tankers of three thousand tons and above constructed on or after the 1st day of July, 2012;

(c) cargo ships, other than tankers, of ten thousand tons GT and above constructed on or after the 1st day of July, 2013;

(d) cargo ships, other than tankers, of three thousand tons GT and above but less than ten thousand tons constructed on or after the 1st day of July, 2014; and

(e) existing passenger, tanker and cargo ships shall comply not later than the first survey conducted after the dates between the 1st day of July, 2014 and the 1st day of July, 2018, based on tonnage category.

(10) The Competent Authority may exempt any ship from the application of sub-rule (2)(9) if such ship is intended to be permanently withdrawn from service within two years from the applicable date.

16. Installation, Testing and Maintenance: *(1)* All navigational systems and equipment required under this regulation shall be installed, tested, and maintained to ensure continuous efficiency and reliability.

(2) Where navigational systems or equipment provide multiple operational modes, the mode in use shall be clearly indicated at all times.

(3) Integrated bridge systems shall be designed and installed such that—

(a) any failure of a sub-system is immediately brought to the attention of the officer in charge of the navigational watch by audible and visual alarms;

(b) failure of one sub-system does not result in the failure of any other sub-system; and

(c) each item of equipment or sub-system can be operated independently in the event of failure of any part of the system.

PART IV
LONG-RANGE IDENTIFICATION AND TRACKING OF SHIPS

17. Application.— *(1)* This regulation applies to ships engaged on international voyages of the following descriptions:

(a) passenger ships, including high-speed passenger craft;

(b) cargo ships, including high-speed craft, of three hundred gross tonnage and above, where gross tonnage is determined in accordance with the International Convention on Tonnage Measurement of Ships, 1969; and

(c) mobile offshore drilling units.

(2) For the purposes of this regulation the word "ship" includes the passenger ships, cargo ships, high-speed craft and mobile offshore drilling units.

18. Objective.— This regulation establishes requirements to enable the Competent Authority to undertake long-range identification and tracking of ships for security, search and rescue and other lawful purposes.

19. Fitting and implementation requirements.— *(1)* Subject to rules 20(b) and 20(c), every ship to which this regulation applies shall be fitted with a system to automatically transmit long-range identification and tracking information.

(2) Ships fitted with an Automatic Identification System (AIS) and operated exclusively within Sea area A1 as defined under Merchant Shipping Radio Communication Rules, 2026 are not required to comply with rule 20(a).

(3) Where a ship is required by this regulation to be fitted with equipment for the automatic transmission of long-range identification and tracking information, the Competent Authority may, on application and for valid reasons, grant exemptions in individual cases.

20. Scope of automatic transmission.— Subject to rule (21), the shipboard system shall automatically and without manual intervention transmit the following long-range identification and tracking information at regular intervals:
(a) the identity of the ship (unique ship identifier);
(b) the position of the ship (latitude and longitude); and
(c) the date and time of the position provided (Coordinated Universal Time).

21. Performance standards and approval.— *(1)* Systems and equipment installed to meet the requirements of this regulation shall conform to performance standards and functional requirements not inferior to recognized international standards.
(2) All shipboard equipment used to meet the requirements of this regulation shall be of a type approved by the Competent Authority prior to installation.

22. Operational exceptions and security/safety switching off.— *(1)* Systems and equipment used to meet the requirements of this regulation shall be capable of being switched off on board, or of ceasing the distribution of long-range identification and tracking information, in the following circumstances only—

(a) where international agreements, rules or standards require protection of navigational information; or

(b) in exceptional circumstances and for the shortest duration possible where the master reasonably considers that operation of the system compromises the safety or security of the ship.
(2) Where the master exercises the discretion in paragraph (7)(a)(ii), the master shall—
(a) inform the Competent Authority without undue delay giving reasons for the action; and
(b) record in the ship's record of navigational activities and incidents the reasons for switching off the system and the period during which it was switched off.

23. Rights of the Competent Authority to receive information.— *(1)* The Competent Authority shall be entitled to receive long-range identification and tracking information as follows:
(a) information concerning Indian ships, irrespective of the location of such ships;
(b) information concerning ships which have indicated an intention to enter a port facility or place under the jurisdiction of India, irrespective of the location of such ships, provided that such ships are not located within waters landward of the baselines of another State established in accordance with international law; and

(c) information concerning ships entitled to fly the flag of another State, not intending to enter any port facility or place under the jurisdiction of India, navigating within a distance not exceeding one thousand nautical miles from the coast of India, provided that such ships are not located within waters landward of the baselines of another State established in accordance with international law.

24. Offences and enforcement.— Failure to comply with the requirements of this regulation shall render the ship and its owner, manager or master liable to enforcement action and penalties in accordance with the provisions of the Act and these rules.

25. Transitional and ancillary provisions.— *(1)* The Competent Authority may issue technical guidance, directions and timelines for phased compliance under this regulation.

(2) The Competent Authority may accept alternative means or technologies for compliance if satisfied that such means attain equivalent performance and monitoring capability.

26. Voyage Data Recorders: *(1)* Every ship engaged on international voyages shall be fitted with a voyage data recorder (VDR) for the purpose of assisting in casualty investigations, in accordance with the following requirements:

(a) passenger ships constructed on or after the 1st day of July, 2002;

(b) ro-ro passenger ships constructed before the 1st day of July, 2002, not later than the first survey after that date;

(c) passenger ships, other than ro-ro passenger ships, constructed before the 1st day of July, 2002, not later than the 1st day of January, 2004; and

(d) ships, other than passenger ships, of 3,000 gross tonnage and above constructed on or after the 1st day of July, 2002.

(2) Every cargo ship engaged on international voyages shall be fitted with a voyage data recorder (VDR) or a simplified voyage data recorder (S-VDR), in accordance with the following schedule:

(a) cargo ships of 20,000 gross tonnage and above constructed before the 1st day of July, 2002, at the first scheduled dry-docking after the 1st day of July, 2006, but not later than the 1st day of July, 2009;

(b) cargo ships of 3,000 gross tonnage and above but less than 20,000 gross tonnage constructed before the 1st day of July, 2002, at the first scheduled dry-docking after the 1st day of July, 2007, but not later than the 1st day of July, 2010; and

(c) the Competent Authority may exempt any cargo ship from the requirements of clauses (a) and (b) where it is satisfied that such ship will be permanently withdrawn from service within two years from the relevant implementation date specified in those clauses.

(3) The Competent Authority may exempt ships, other than ro-ro passenger ships, constructed before the 1st day of July, 2002, from the requirement of fitting a voyage data recorder where it is demonstrated to its satisfaction that interfacing the recorder with the ship's existing equipment is unreasonable or impracticable

27. International Code of Signals and IAMSAR Manual: (1) Every ship required under these rules to carry a radio installation shall also carry on board the latest edition of the International Code of Signals, as amended from time to time by the International Maritime Organization.

(2) The Competent Authority may require any other ship, not compulsorily fitted with a radio installation, to carry the International Code of Signals where, in its opinion, such carriage is necessary for navigational safety or communication purposes.

(3) Every ship shall carry on board an up-to-date copy of Volume III of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, as amended from time to time, for reference during search and rescue operations.

PART V
OPERATIONAL REQUIREMENTS AND BRIDGE PROCEDURES

28. Navigational Bridge Visibility: *(1)* Every ship of not less than fifty-five metres in length, constructed on or after the 1st day of July, 1998, shall comply with the following requirements relating to bridge visibility:

(a) the view of the sea surface from the conning position shall not be obscured by more than two ship lengths, or five hundred metres, whichever is less, forward of the bow to ten degrees on either side, under all conditions of draught, trim and deck cargo;

(b) no blind sector caused by cargo, cargo gear or other obstructions forward of the beam shall exceed ten degrees. The total arc of blind sectors shall not exceed twenty degrees, and the clear sectors between blind sectors shall be at least five degrees. However, each individual blind sector shall not exceed five degrees;

(c) the horizontal field of vision from the conning position shall extend over an arc of not less than two hundred and twenty-five degrees, that is, from right ahead to not less than twenty-two and a half degrees abaft the beam on either side of the ship;

(d) from each bridge wing, the horizontal field of vision shall extend over an arc of at least two hundred and twenty-five degrees, that is, from at least forty-five degrees on the opposite bow through right ahead and then from right ahead to right astern through one hundred and eighty degrees on the same side of the ship;

(e) from the main steering position, the horizontal field of vision shall extend over an arc from right ahead to at least sixty degrees on each side of the ship;

(f) the ship's side shall be visible from each bridge wing;

(g) the height of the lower edge of the navigation bridge front windows above the bridge deck shall be kept as low as practicable and shall not obstruct the forward view required under this regulation;

(h) the upper edge of the navigation bridge front windows shall allow a forward view of the horizon for a person with a height of eye of one thousand eight hundred millimetres above the bridge deck at the conning position when the ship is pitching in heavy seas:

Provided that, where the Competent Authority is satisfied that a height of one thousand eight hundred millimetres is unreasonable or impracticable, it may allow a reduction of the height of eye to not less than one thousand six hundred millimetres; and

(i) the navigation bridge front windows shall—

(i) be inclined from the vertical plane, top out, at an angle of not less than ten degrees and not more than twenty-five degrees to avoid reflections;

(ii) have framing kept to a minimum and not placed directly forward of any workstation;

(iii) not be fitted with polarised or tinted glass; and

(iv) provide a clear view through at least two of the bridge front windows and any additional number of clear-view windows as necessary to maintain visibility in all weather conditions.

(2) Every ship constructed before the 1st day of July, 1998 shall, where practicable, comply with the requirements specified in clauses (a) and (b) of sub-rule (1):

Provided that, no structural alteration or installation of additional equipment shall be required solely for the purpose of such compliance.

(3) On ships of unconventional design, where compliance with the requirements of sub-rule (1) is not practicable, the Competent Authority may permit alternative arrangements which provide a level of visibility that is as near as reasonably possible to that prescribed under this regulation.

(4) Notwithstanding anything contained in sub-rule (1), ballast water exchange operations may be undertaken subject to the following conditions:

(a) the master shall determine that it is safe to do so, taking into account any increase in blind sectors or reduction in the field of vision and ensuring that a proper lookout is maintained at all times;

(b) the operation shall be conducted in accordance with the ship's ballast water management plan, having regard to the international recommendations on ballast water exchange; and

(c) the commencement and completion of the operation shall be recorded in the ship's record of navigational activities.

PART VI
PILOT TRANSFER ARRANGEMENTS
(Aligned with IMO MSC.1/Circ.1428/Rev.1 and SOLAS V/23 (Res. MSC.572(110)))

29. Provisions of Pilot Ladder.— *(1)* Every ship shall be provided with a pilot ladder or any other safe and convenient means which complies with the requirements of the relevant IMO standards.

30. Maintenance and Use of Pilot Ladder and Other Appliances.—*(1)* The pilot ladder and other appliances required to be carried on board under rule 32 shall be maintained in good condition and shall be used exclusively for the embarkation and disembarkation of pilots, officials, or other persons while the ship is arriving at or leaving a port.

(2) The pilot ladder and associated appliances, including mechanical hoists, shall always be used when a pilot or Harbour Master embarks or disembarks from a ship. No ladder other than a pilot ladder shall be used for such operations.

** Note: Reference may be made to the IMO Guidelines on Pilot Transfer Arrangements (MSC.1/Circ.1428/Rev.1) and the requirements of SOLAS Regulation V/23 (Resolution MSC.572(110)). The guidelines set out in these instruments shall also be followed.*

30. Operation of steering gear:

In areas where navigation demands special caution and whenever the ship is being manoeuvred in pilotage or restricted waters or in areas of high traffic density or in a routeing system, more than one steering gear power unit shall be in operation when such units are capable of simultaneous operation.

31. Steering gear tests and drills : *(1)* Within 12 hours before departure, the ship's steering gear shall be checked and tested.

The test procedure shall include, where applicable, the operation of the following :-

(a) the main steering gear;

(b) the auxiliary gear;

(c) the steering gear control in the systems;

(d) steering capability from the navigation bridge as well as from the remote steering location in the vicinity of the steering gear.

(e) the emergency power supply where available;

(f) he rudder angle indicators in relation to the actual position of the rudder;

(g) communications between he bridge and the remote steering location;

(h) the steering gear power unit failure alarms; and

(2)(a) Simple operating instructions with a block diagram showing the change over procedures for remote steering gear control systems and steering gear power units shall be permanently displayed on the navigating bridge and in the steering gear compartment.

(b) All ship's officers concerned with the operation of maintenance of steering gear shall be familiar with the operation of the steering systems fitted on the ship and with the procedures for changing over from one system to another.

*(3)*In addition to the routine checks and tests prescribed in sub-rule (1) and (2) of this rule emergency steering drills shall be conducted at least once every three months in order to practice emergency steering procedures.

*(4)*These dolls shall include direct control from within the steering gear compartments, the communication procedure with the navigating bridge and where applicable the operation or alternative power supplies.

*(5)*Every ship on regular frequent voyages of less than 24 hours may carry out the detail tests specified in sub-rule (1) and (2) of this rule at least once every week. In any case operational tests shall be carried out before departure.

*(6)*The date upon which the checks and tests prescribed in sub-rule (1) and (2) of this rule at least once every week. In any case operational tests shall be carried out before departure.

PART VII
CHARTS, RECORDS AND REPORTING

32. Nautical Charts and Nautical Publications: *(1)* Every ship shall carry on board adequate and up-to-date nautical charts and nautical publications necessary for the safe conduct of the intended voyage.

(2) For the purposes of sub-rule (1), the term "nautical charts and nautical publications" includes sailing directions, lists of lights, notices to mariners, tide tables and all other relevant nautical information required for planning and executing the voyage.

(3) The master shall ensure that all charts and publications carried on board are corrected and maintained up to date in accordance with the latest official notices and information issued by the authorized hydrographic or other relevant authorities.

33. Records of Navigational Activities and Daily Reporting: *(1)* Every ship engaged on international voyages shall maintain on board a record of all navigational activities and incidents which are of significance to the safety of navigation. Such record shall contain sufficient detail to enable the reconstruction of the complete voyage.

(2) Where the information referred to in sub-rule (1) is not entered in the ship's official logbook, it shall be maintained in such other form as may be approved by the Competent Authority.

(3) Every ship of five hundred gross tonnage and above, engaged on international voyages exceeding forty-eight hours in duration, shall submit a daily report to its company, which shall retain such report and all subsequent daily reports for the duration of the voyage.

(4) The daily report referred to in sub-rule (3) may be transmitted by any means, provided that—

(a) the report is transmitted to the company as soon as practicable after determination of the ship's position; and

(b) automated reporting systems, where used, include a recording function of transmissions and are subject to regular verification by the master, including verification of their interfaces with position-fixing equipment.

(5) Each daily report shall contain the following particulars:

(a) the ship's position;

(b) the ship's course and speed; and

(c) details of any external or internal conditions affecting the ship's voyage or the normal safe operation of the ship.

34. Life-Saving Signals to be Used by Ships, Aircraft or Persons in Distress: *(1)* Every ship shall carry on board an illustrated table describing the life-saving signals to be used by ships, aircraft or persons in distress, and such table shall be readily available to the officer of the watch at all times.

(2) The life-saving signals referred to in sub-rule (1) shall be used by ships or persons in distress when communicating with life-saving stations, maritime rescue units or aircraft engaged in search and rescue operations.

(3) The life-saving signals shall conform to the descriptions contained in Volume III (Mobile Facilities) of the *International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual* and the illustrations provided in the *International Code of Signals*, as amended from time to time.

PART VIII
SPECIAL OPERATIONAL CONDITIONS

35. Operational Limitations: *(1)* This regulation shall apply to all passenger ships to which the provisions of the Merchant Shipping (Safety of Navigation) Rules apply.

(2) A list of all operational limitations of a passenger ship, including any exemptions, restrictions in operating areas, weather or sea state restrictions, limitations in permissible loads, trim, speed, and any other restrictions imposed by the Competent Authority or established during the design or construction stages, shall be prepared before the ship is placed in service.

(3) The list referred to in sub-rule (2), together with all necessary explanations, shall—

(a) be documented in a form acceptable to the Competent Authority;

(b) be kept on board the ship and made readily available to the master;

(c) be maintained and updated as necessary; and

(d) if prepared in a language other than English, be accompanied by an English translation.

36. Danger Messages: *(1)* The master of every ship that encounters any of the following conditions shall, by all means available, communicate the relevant information to ships in the vicinity and to the nearest competent authorities—

(a) dangerous ice or a dangerous derelict;

(b) any other direct danger to navigation;

(c) a tropical storm;

(d) sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures; or

(e) winds of force ten or above on the Beaufort scale for which no storm warning has been received.

(2) The message conveying such information may be transmitted in plain language, preferably in English, or by means of the International Code of Signals.

(3) Every radio message issued under sub-rule (1) shall be preceded by the prescribed safety signal in accordance with the procedure laid down in the applicable Radio Regulations.

37. Information Required in Danger Messages: (1) The master of a ship transmitting a danger message under these rules shall include in the message such information as may be relevant to the nature of the danger encountered, in accordance with the provisions of this regulation.

(2) Where the danger arises from ice, derelicts or other direct dangers to navigation, the message shall include—

(a) the kind of ice, derelict or danger observed;

(b) the position of the ice, derelict or danger when last observed; and

(c) the time and date, in Universal Co-ordinated Time (UTC), when the danger was last observed.

(3) (a) Where a tropical cyclone or storm has been encountered, or where the master has reason to believe that such a weather system is developing or exists in the vicinity, the message shall include—

(i) a statement indicating that a tropical cyclone or storm has been encountered or observed; and

(ii) the time, date (in UTC) and position of the ship when the observation was taken.

(b) As far as practicable, the message shall also contain the following information—

(i) barometric pressure, preferably corrected, stating the units used (hectopascals, millimetres or inches) and whether corrected or uncorrected;

(ii) barometric tendency, indicating the change in pressure during the preceding three hours;

(iii) true wind direction;

(iv) wind force on the Beaufort scale;

(v) state of the sea, indicating whether smooth, moderate, rough or high;

(vi) swell, indicating whether slight, moderate or heavy, and the true direction from which it originates;

(vii) period or length of swell, if known, indicating whether short, average or long; and

(viii) true course and speed of the ship.

(4) When a master has reported a tropical cyclone or other dangerous storm, it is desirable, though not obligatory, that further observations be made and transmitted hourly, if practicable, and in any case at intervals not exceeding three hours, while the ship remains under the influence of the storm.

(5) Where winds of force ten or above are encountered for which no storm warning has been received, the message shall include information similar to that required under sub-rule (3), excluding details relating to the sea and swell.

(6) Where sub-freezing air temperatures associated with gale force winds are causing severe ice accretion on the ship's superstructures, the message shall include—

(a) the time and date of observation (in UTC);

(b) the air temperature;

(c) the sea temperature, if practicable; and

(d) the wind force and direction.

38. Distress Situations: Obligations and Procedures : *(1)* The master of a ship at sea which is in a position to render assistance, on receiving information from any source that persons are in distress at sea, shall proceed with all possible speed to their assistance and, where practicable, shall inform the persons in distress or the nearest search and rescue service of the ship's intentions to do so.

(2) The obligation under sub-rule (1) to provide assistance shall apply irrespective of the nationality or status of the persons in distress or the circumstances in which they are found.

(3) Where the master of a ship receiving a distress alert is unable, or in the special circumstances of the case considers it unreasonable or unnecessary, to proceed to render assistance, the master shall—

(a) record in the official logbook the reasons for not proceeding; and

(b) inform the nearest search and rescue service accordingly.

(4) The master of a ship that has embarked persons in distress at sea may, where necessary, seek the cooperation of the competent authorities of any State to be released from the obligation to proceed further under sub-rule (1), provided that such release does not endanger the safety of life at sea and does not require an unreasonable deviation from the ship's intended voyage.

(5) The master of a ship in distress or the search and rescue service concerned may, after consultation so far as practicable with the masters of ships responding to the distress alert, requisition one or more ships considered best able to render assistance. It shall be the duty of the master or masters of the ship or ships so requisitioned to comply with such requisition and proceed with all possible speed to the assistance of the persons in distress.

(6) A master of a ship shall be released from the obligation imposed by sub-rule (1) upon being informed that—

(a) the ship has not been requisitioned under sub-rule (5); and

(b) one or more other ships have been requisitioned and are proceeding to render assistance.

Such information shall, where practicable, be communicated to the other requisitioned ships and to the relevant search and rescue service.

(7) A master of a ship shall also be released from the obligations imposed under sub-rules (1) and (5) upon being informed by the persons in distress, the search and rescue service, or the master of another ship which has reached the persons in distress, that assistance is no longer required.

(8) Nothing contained in this regulation shall affect the provisions of the international conventions relating to assistance and salvage at sea, including the obligations imposed under Article 11 of the Convention for the Unification of Certain Rules of Law Relating to Assistance and Salvage at Sea, signed at Brussels on the 23rd day of September, 1910, and the International Convention on Salvage, 1989, done at London on the 28th day of April, 1989.

(9) Masters of ships who have embarked persons in distress at sea shall treat such persons with humanity, within the capabilities and limitations of the ship.

39. Safe Navigation and Avoidance of Dangerous Situations: (1) Prior to proceeding to sea, the master of every ship shall ensure that the intended voyage has been carefully planned using appropriate and up-to-date nautical charts and nautical publications for the area concerned.

(2) The voyage plan referred to in sub-rule (1) shall—

(a) identify a safe route for the intended voyage;

(b) take into account all relevant ships' routeing systems;

(c) ensure that sufficient sea room is available for the safe passage of the ship throughout the voyage;

(d) identify and avoid, as far as practicable, all known navigational hazards and areas affected by adverse weather conditions; and

(e) consider applicable marine environmental protection measures and avoid, as far as possible, any actions or activities which may cause damage to the marine environment.

39A. Master's Discretion: *(1)* No owner, charterer, company operating the ship, or any other person shall prevent or restrict the master of the ship from taking or executing any decision which, in the master's professional judgment, is necessary for—

(a) ensuring the safety of life at sea; or

(b) preventing or minimizing damage to the marine environment.

(2) The master's decision under sub-rule (1) shall be final with respect to the immediate safety of navigation and protection of the environment during the voyage.

40. Misuse of Distress Signals: *(1)* The use of any international distress signal, except for the sole purpose of indicating that a person or persons are in actual distress, is strictly prohibited.

(2) The use of any signal which may be confused with an international distress signal is also prohibited.

(3) Any contravention of the provisions of this regulation shall be deemed a breach of navigational safety obligations and may attract action under the applicable provisions of the Act and the rules made thereunder.

PART IX

WATCHKEEPING AND LOGBOOK REQUIREMENTS

41. Basic Principles to be Observed in Keeping Navigational and Engineering Watches: *(1)* Every ship shall maintain proper navigational and engineering watches at all times while at sea or in port.

(2) The master, chief engineer, and all watchkeeping personnel shall observe the basic principles of watchkeeping, ensuring the continuous safety of navigation and the efficient operation of the ship's machinery.

(3) The duties and conduct of watchkeeping personnel under this regulation shall be in accordance with the principles and standards prescribed in the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended from time to time, and accepted by the Central Government.

42. Deck and Engine Log Books: *(1)* Every ship shall carry deck and engine log books in which, or by other approved means, the following particulars shall be recorded—

(a) the performance of the ship, including her position, course, speed, and weather conditions;

(b) machinery operations, including pressures, temperatures, fuel consumption, and tank soundings; and

(c) any events or incidents of importance affecting the safety of life at sea or the prevention of pollution of the marine environment.

(2) All entries in the log books shall—

(a) be recorded indelibly in English;

(b) where entered by hand, be signed daily by the officers of the watch; and

(c) be countersigned by the master or the chief engineer, as the case may be.

(3) The log books, or certified copies thereof, shall be made available to the Competent Authority whenever required for inspection, verification, or record purposes.

PART X
ADMINISTRATION AND ENFORCEMENT

43. Rights and Obligations.— *(1)* No ship owner, ship manager, or ship master shall make or cause to be made any alteration to a ship in respect of the installation or modification of navigational systems and equipment without the prior permission of the Competent Authority.

(2) The ship owner, ship manager, ship master, and radio personnel shall at all times maintain the ship in a condition that ensures the proper and efficient functioning of all navigational systems and equipment.

(3) The ship owner, ship manager, or ship master shall, in the event of any damage to navigational systems or equipment during the operation of the ship or fishing vessel, immediately notify the nearest Principal Officer of the Mercantile Marine Department or Port Authority. Such authority shall forthwith communicate the information to the Competent Authority.

(4) The ship master or skipper shall not take the ship to sea unless—

(i) the ship complies with all applicable requirements relating to navigational systems and equipment;

(ii) the ship carries on board a valid and appropriate certificate issued under the provisions of the Act and these rules; and

(iii) the ship is manned in accordance with the manning requirements prescribed under these rules and the guidelines issued by the Competent Authority.

(5) The master, skipper, seamen, and fishermen shall have the right to make a complaint on any matter pertaining to the safety of the ship, crew, or fishermen to the Competent Authority.

44. Survey and Certification.— *(1)* For the purpose of ensuring the efficiency and proper functioning of navigational systems, equipment, and associated arrangements, every ship shall be subject to inspection and survey by a surveyor appointed under the relevant provisions of the Act.

(2) Upon satisfactory completion of such inspection or survey, the ship shall be issued with an appropriate certificate in accordance with the provisions of the Act and the Merchant Shipping (Survey, Audit and Certification) Rules, 2026.

45. Control and Compliance.— *(1)* For the purpose of ensuring compliance with these rules and maintaining the safe operation of navigational systems and equipment, any officer of the Competent Authority, Principal Officer of the Mercantile Marine Department, or any other person recognized by the Competent Authority by notification in the Official Gazette may board any ship for inspection.

(2) A ship may be detained if it is found that the general efficiency or condition of its navigational systems and equipment is such that it endangers the safety of the ship or those on board.

(3) The procedure for detention of unsafe or unseaworthy ships shall be in accordance with the provisions of the Act.

46. Fees, Penalties and Fines.— *(1)* The fees, penalties, and fines payable in respect of any matter arising under these rules, including but not limited to the approval, survey, inspection, testing, certification, and renewal of navigational systems, equipment, and voyage data recorders, shall be levied in accordance with the provisions of the Merchant Shipping (Fees, Penalty and Fines) Rules, as may be notified by the Central Government.

(2) The said Merchant Shipping (Fees, Penalty and Fines) Rules shall govern the rates, structure, manner of payment, assessment, and recovery of such fees, penalties, and fines, and shall be read as part of and in conjunction with these rules.

(3) Until the Merchant Shipping (Fees, Penalty and Fines) Rules come into force, the existing provisions relating to fees and penalties under the Merchant Shipping Rules or notifications issued thereunder shall continue to apply.

[F. No. _____]

Sign

Printed by ____

SCHEDULE I

No.

MINIMUM SAFE MANNING DOCUMENT

Issued under the provisions of regulations Ch V/14 (2) of the
International Convention for the Safety of Life At Sea, 1974 as amended
Under the authority of the

GOVERNMENT OF INDIA

Particulars of Ship

Name of Ship :
Distinctive Number or Letter :
IMO Number :
Port of Registry :
Gross Tonnage :
International Tonnage Convention, 1969 :
Main Propulsion Power :
Type of Ship :
Periodically Unattended Machinery Space :

Trading Area :

The ship named in this document is considered to be safely manned if, when it proceeds to sea, it carries not less than the number and Grade/Capacities of personnel specified in the table(s) below.

Sr. No.	Grade	Capacity	Certificate (STCW Regulation)	Number of Persons
01	Master (F.G.)	Master	II/2	01
02	Mate (F.G.)	Chief Mate	II/2	01
03	Officer-In-Charge of Navigational Watch	Officer-In-Charge of Navigational Watch	II/1	02
04	GMDSS Operator	GMDSS Operator *(4)	IV/2	01
05	Rating forming part of Navigational watch	Rating forming part of Navigational watch	II/4 or II/5	03
06	Rating	Deck Rating	Basic STCW Courses	03

07	Cook	Cook *(5)	Basic STCW Courses	01
08	M.E.O. Class I	Chief Engineer	III/2	01
09	M.E.O. Class II	Second Engineer	III/2	01
10	M.E.O. Class IV or M.E.O Class IV and JEO having 3 months sea service after having completed GME pre-sea course	Officer-In-Charge of Engineering watch *(6)	III/1	02
11	Rating forming part of Engineering Watch	Rating forming part of Engineering Watch *(6)	III/4 or III/5	03

Special requirements:

The vessel named in this document is considered to be safely manned if, when it is operating in prescribed in Trading Area and carries not less than the number and Grade/ Capacities of personnel specified in the table(s) above.

(1) Officers and Rating assigned specific duties and responsibilities or with immediate responsibility for loading, discharging and care in transit or handling of Cargo or Cargo Equipment on Tanker should possess Tanker Endorsement Certificate for the appropriate level.

(2) Seafarer should carry evidence of having received appropriate approved basic training and instructions as per requirement of table A-VI/1-1, A-VI/1-2, A-VI/1-3, A-VI/1-4 and A-VI/6-1 or A-VI/6-2 of STCW Code, 1978 as amended

(3) The Certificate of Competency provided shall also authorize the holder thereof to perform any lower ranking position, as long as it is of the same function as the one for which the respective COC was issued.

(4) Two Officers to have Indian GMDSS or a dedicated Radio Officer holding Indian GMDSS.

(5) Cook must be trained and qualified in accordance with Regulation 3.2 of the Maritime Labour Convention, 2006.

(6) When the vessels is assigned UMS Notation and is plying so, then only one Marine Engineer Officer Class IV and Junior Engineer Officer after having completed GME pre-sea course and two Ratings forming part of Engineering Watch will be required.

Issued at: XX on the XX day of XX
(Month & Year)

Date of Expiry (if any):

REGISTRAR OF INDIAN SHIPS
Mercantile Marine Department
MUMBAI

Note :
Any documents pertaining to dispensation/exemption granted from the manning requirement should be kept attached with this letter.

SCHEDULE II
PERFORMANCE STANDARDS OF NAVIGATIONAL EQUIPMENT

Refer to the following recommendations adopted by the Organization by the resolutions indicated as stated in these rules:

- Recommendations on general requirements for shipborne radio equipment forming part of the Global maritime Distress and safety System(GMDSS) and for Electronic Navigation Aids (resolution A.694(17));
- Recommendation on performance standards for gyro-compasses (resolution A.424(XI)); Recommendation on performance standards for radar equipment (resolution MSC.64(67), annex 4);
- Revised Recommendation on performance standards for radar equipment (resolution MSC.192(79));
- Performance standards for automatic radar plotting aids (resolution A.823(19));
- Recommendation on performance standards for Electronic Chart Display and Information Systems (ECDIS) (resolution A.817(19)), as amended);
- Recommendation on performance standards for shipborne Loran-C and Chayka receivers (resolution A.818(19));
- Recommendation on performance standards for shipborne global positioning system receiver equipment (resolution A.819(19)) as amended);
- Recommendation on performance standards for shipborne GLONASS receiver equipment (resolution MSC.53(66)) as amended);
- Recommendation on performance standards for shipborne DGPS and DGLONASS maritime radio beacon receiver equipment (resolution MSC.64(67), annex 2) as amended);
- Recommendation on performance standards for combined GPS/ GLONASS receiver equipment (resolution MSC.74(69), annex 1, as amended) ;
- Performance standards for shipborne Galileo receiver equipment (resolution MSC.233(82));
- Performance standards for shipborne Beidou Satellite Navigation System(BDS) receiver equipment (resolution MSC.379(93));
- Performance standards for multi-system shipborne radionavigation receivers (resolution MSC.401(95), as amended);
- Performance standards for shipborne Indian Regional Navigation Satellite System (IRNSS) receiver equipment (resolution MSC.449(99));
- Recommendation on performance standards for heading control systems(resolution MSC.64(67), annex 3);
- Recommendation on performance standards for track control systems(resolution MSC.74(69), annex 2);
- Recommendation on performance standards for a universal shipborne automatic identification system (AIS) (Res. MSC.74(69), annex 3);
- Recommendation on performance standards for echo-sounding equipment (resolution A.224(VII), as amended);
- Recommendation on performance standards for devices to indicate speed and distance (resolution A.824(19), as amended);

- Performance standards for rate-of-turn indicators (resolution A.526(13)) ; Recommendation on unification of performance standards for navigational equipment (resolution A.575(14)) ;
- Recommendation on Performance standards for Radar Reflectors (resolution A.384(X)), as amended);
- Recommendation on Performance standards for magnetic compasses (resolution A.382(X));
- Recommendation on Performance standards for daylight signalling lamp(resolution MSC.95(72));
- Recommendation on Performance standards for sound reception system(resolution MSC.86(70),annex 1);
- Recommendation on performance standards for shipborne voyage data recorders (VDRs) (resolution MSC.333(90));
- Recommendation on performance standards for shipborne simplified voyage data recorders (S-VDRs) (resolution MSC.163(78), as amended);
- Recommendation on Performance standards for marine transmitting heading devices (THDs)(resolution MSC.116(73));
- Performance standards for a bridge navigational watch alarm system (BNWAS) (resolution MSC.128(75));
- Performance standards for electronic inclinometers (resolution MSC.363(92))(Added by Res.MSC.532(107))

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