

L.N. 71 of 1963

## CUSTOMS TARIFF ACT, 1958

(No. 60 of 1958)

## Customs Tariff (Duties and Exemptions) (No. 2) Order, 1963

*Commencement : 4th July, 1963*

In exercise of the powers conferred by subsection (1) of section 6 of the Customs Tariff Act, 1958, the Governor-General, acting in accordance with the advice of the Council of Ministers, has made the following Order—

1. This Order may be cited as the Customs Tariff (Duties and Exemptions) (No. 2) Order, 1963, and shall be of Federal application.

Citation and Application.

2. The First Schedule to the Customs Tariff Act, 1958 (which relates to import duties of Customs), as the same was replaced by the Customs Tariff (Duties and Exemptions) Order 1962, is amended—

Amendment of First Schedule to No. 60 of 1958 L.N. 25 of 1962.

(a) (i) by the re-numbering of paragraph (2) of item 63 as paragraph (3)

(ii) by the addition in item 63 of the following paragraph—

“(2) Waste yarns imported for use in the manufacture of blankets by a manufacturer approved in that behalf by the Minister

.. .. the pound (net thread weight) .. 0 0 1”

MADE at Lagos this 25th day of June, 1963.

R. C. ONYEJEPU,  
*Acting Deputy Secretary to  
the Council of Ministers*

## EXPLANATORY NOTE

This Order imposes a duty on waste yarns imported by approved manufacturers solely for the manufacture of blankets of 1d per pound (net thread weight).

F11021/S. 218/T

L.N. 72 of 1963

INDUSTRIAL DEVELOPMENT (INCOME TAX RELIEF)  
ACT, 1958

**Industrial Development (Income Tax Relief)  
(Base Metals and their Alloys) Order, 1963**

*Commencement : 4th July, 1963*

WHEREAS a representation has been received pursuant to subsection (1) of section 3 of the Industrial Development (Income Tax Relief) Act for the making of an Order declaring the industry and the products set out in the Schedule to this Order to be a pioneer industry and pioneer products :

AND WHEREAS all necessary steps have been taken pursuant to subsections (1) and (2) of section 3 of the said Act, prior to the making of this Order :

NOW THEREFORE, in exercise of the powers conferred by subsection (2) of section 3 of the Industrial Development (Income Tax Relief) Act, 1958, the Governor-General, after consultation with the Council of Ministers, has made the following Order :—

Citation and  
application.

(1) This Order may be cited as the Industrial Development (Income Tax Relief) (Base Metals and their Alloys) Order, 1963 and shall be of Federal applications.

Declaration.

(2) It is hereby declared that :—

(a) the industry set out in the Schedule hereto shall be a pioneer industry ; and

(b) the products set out in the Schedule hereto shall be the pioneer products of the industry.

SCHEDULE

<i>Industry</i>	<i>Products</i>
The Smelting of base metals and the manufacture of their alloys	Base Metals and their alloys

Lagos, 25th June, 1963.

R. C. ONYEJEPU,  
*Acting Deputy Secretary to the  
Council of Ministers*

EXPLANATORY NOTE

This Order accords pioneer status to the smelting and refining of base metals and the manufacture of their alloys and thus supercedes the Industrial Development (Income Tax Relief) (The Smelting and Refining of Tin) Order, 1962.

L.N. 73 of 1963

CUSTOMS AND EXCISE MANAGEMENT ORDINANCE, 1958  
(No. 55 of 1958)

Open General Import Licence (Scheduled Territories and  
Easy Currency Countries) No. 2 of 1959

*Commencement : 4th July, 1963*

In exercise of the powers conferred by section 4 of the Imports Prohibition Order, 1959, the Import Licensing Authority has amended the Open General Import Licence (Scheduled Territories and Easy Currency Countries) No. 2 of 1959 by the addition to the list of "Other Countries" listed in the First Schedule thereto of the following country :—

L.N. 237  
of 1959.

Bulgaria

J. B. ELUMEZE,  
*Import Licensing Authority,  
Federal Ministry of Commerce and Industry*

MADE this 4th day of July, 1963.

EXPLANATORY NOTE

The effect of this amendment is to make all imports originating in Bulgaria subject to the terms of the Open General Import Licence No. 2 of 1959 with effect from this day.

SI.1696/S. 31

L.N. 74 of 1963

POOL BETTING ACT, 1963  
(1963, No. 16)

Appointed Day Notice

In exercise of the powers conferred by subsection (2) of section 3 of the Pool Betting Act, 1963, the Federal Minister of Internal Affairs has appointed the 1st day of June, 1963 as the day upon which the said Act shall come into operation.

DATED at Lagos this 25th day of June, 1963.

H. O. OMENAI,  
*Permanent Secretary,  
Ministry of Internal Affairs*

MIAs268/S. 1

# THE MERCHANT SHIPPING (FISHING BOAT) REGULATIONS, 1963

## PART I—GENERAL

1. Short title and application.
2. Interpretation.
3. Fishing boats to be surveyed and registered.

## PART II—REGISTRATION

4. Certificate of registration.
5. Registration numbers.
6. Keeping of register.
7. Issue of certificates.
8. Endorsement of certificate for alterations.
9. Change of place of registration.

## PART III—CERTIFICATES OF COMPETENCY

10. Certificated crew for fishing boat.
11. Manning of fishing boats.
12. Certificates of competency.
13. Permits in place of certificates.
14. Endorsement of Engineering Assistants' Certificates.
15. Conditions for qualifying examination as Coxswain.
16. Conditions for qualifying examination as Mate.
17. Conditions for qualifying examination as Skipper.
18. Conditions for qualifying examination as Motorman, Grade II.
19. Conditions for qualifying examination as Motorman, Grade I.
20. Conduct of examinations.
21. Examiners.
22. Grant of certificate of competency.
23. Application for examination.
24. Endorsement of Engineering Assistant's certificate.
25. Proof of service at sea.
26. Fees for certificate of competency.
27. Loss of certificate, etc.

## PART IV—SURVEY : SAFETY EQUIPMENT

28. Survey.
29. Lifesaving appliances.
30. Distress signals.
31. Sounding apparatus.
32. Anchors and cables.
33. Hawsers.
34. Bilge pumps.
35. Sounding pipes.
36. Inland waters fishing boats.
37. Firefighting equipment.
38. Grant of certificate of survey.

## PART V—MISCELLANEOUS

39. Lights, signals, etc.
40. Exemption.
41. Fees.
42. Tonnage.

First Schedule—Syllabuses for certificates of competency.

Second Schedule—Fees.

L.N. 75 of 1963

MERCHANT SHIPPING ACT, 1962  
(1962, No. 30)

**The Merchant Shipping (Fishing Boat) Regulations, 1963**

*Commencement : 4th July, 1963*

In exercise of the power conferred by section 427 of the Merchant Shipping Act, 1962, the Federal Minister of Transport hereby makes the following regulations—

PART I—GENERAL

Short title  
and applica-  
tion.

1. These regulations may be cited as the Merchant Shipping (Fishing Boat) Regulations, 1963 and shall apply to all power driven fishing boats except—

(a) power driven small craft, as defined in the Power Driven Small Craft Regulations, 1963 ;

(b) boats used solely for fishing for pleasure ; and

(c) fishing boats properly registered in another country and holding a valid certificate of survey or other safety certificate issued by a recognised authority in that country and deemed to be the equivalent of a certificate issued under these regulations.

Interpreta-  
tion.

2. In these regulations, unless the context otherwise requires,

“approved” means approved by the Government Inspector of Shipping ;

“buoyant apparatus” means flotation equipment (other than lifeboats, lifebuoys and lifejackets) designed to support persons who are in water ;

“Collision Regulations” means the International Regulations for Preventing Collisions at Sea, 1948 ;

“fishing boat” has the same meaning as assigned in section 2 of the Act ;

“liferaft” means a properly constructed raft, capable of being inflated or otherwise designed to support persons out of water ;

“Surveyor” means a person appointed as such under section 146 of the Act.

Fishing  
boats to be  
surveyed -  
and  
registered.

3.—(1) Every owner or his agent, or the person in charge, of any fishing boat shall, within six months of the commencement of these regulations, cause such fishing boat to be surveyed and registered in accordance with these regulations, and shall thereafter cause the said boat to be surveyed at intervals not exceeding twelve months.

(2) Every owner, agent or person in charge as aforesaid who, after a period of six months from the commencement of these regulations operates any fishing boat without being in possession of a valid certificate of survey and registration in respect of that boat, shall be guilty of an offence and shall, on conviction, be liable to a fine not exceeding one hundred pounds or to imprisonment for a term not exceeding six months or both.

## PART II—REGISTRATION

4.—(1) Every owner or his agent, or the person in charge, of every fishing boat shall obtain on payment of the prescribed fee from such officer as the Minister may, by notice in the Gazette, appoint to be Registrar of fishing boats (hereinafter in these regulations referred to as the Registrar), a certificate of registration in the form prescribed in the First Schedule to these regulations.

Certificate  
of  
registration.

(2) No fishing boat will be registered under these regulations unless there is produced to the Registrar at the time of registration a valid certificate of survey as provided in Part IV of these regulations.

(3) The certificate of registration shall always be in the possession of the person in charge of each fishing boat and it shall be produced on demand to the Registrar, any Police Officer, Harbour Master, Officer of Customs or Surveyor and any person who fails, neglects or refuses to produce such certificate when required to do so shall be guilty of an offence and shall, on conviction, be liable to a fine of five pounds or one month imprisonment.

5.—(1) Upon registration, each fishing boat will be allocated a registration number, and such number shall consist of the initial letters of the port of registration as prescribed in paragraph (2) of this regulation followed by one or more numerals.

Registration  
numbers.

(2) The places where fishing boats may be registered and their appropriate initial letters shall be—

(i) Lagos	..	..	..	..	..	..	LA
(ii) Warri	..	..	..	..	..	..	WA
(iii) Port Harcourt	..	..	..	..	..	..	PH
(iv) Calabar	..	..	..	..	..	..	CA
(v) Lokoja	..	..	..	..	..	..	LK
(vi) Onitsha	..	..	..	..	..	..	ON

(3) The registration number shall be inscribed in contrasting colours on each side of the bow in letters and figures of at least 18 inches in height or as near to that height as the freeboard of the boat will allow and, if the fishing boat is equipped with a funnel or sail, the registration number shall also be inscribed thereon.

(4) The owner, agent or person in charge, of any fishing boat who permits that boat to operate without the registration numbers being clearly marked on it in accordance with the provisions of this regulation shall be guilty of an offence and, on conviction, shall be liable to a fine not exceeding five pounds or to imprisonment for a term not exceeding one month.

6. The Registrar shall keep a register book containing the particulars of every fishing boat registered by him in such manner as may be directed by the Minister.

Keeping of  
register.

7.—(1) Before a certificate of registration is issued the Registrar may require the person making the application to produce proof of ownership of the fishing boat in question.

Issue of  
certificates.

(2) The original copy of the certificate of registration shall be delivered to the person making the application, the duplicate copy shall be despatched to the Government Inspector of Shipping and the triplicate copy shall be retained by the Registrar for record purposes.



Endorsement of certificate for alterations.

8.—(1) Every alteration in the dimensions, structure or engines and every change of name or ownership of any fishing boat shall be reported to the Registrar who shall, upon payment of the appropriate fee set out in the Second Schedule to these regulations, endorse the certificate of registration accordingly, ensuring that the triplicate copy in his possession is also endorsed and the entry in the register amended.

(2) Where endorsement as aforesaid is carried out at a port of registration other than that at which the original certificate was issued, the Registrar making the endorsement shall immediately transmit the details of such endorsement to the Registrar at the original place of registration for action as in paragraph (1) of this regulation on the triplicate copy of the certificate and the register.

(3) Every endorsement on a certificate of registration shall be reported to the Government Inspector of Shipping by the Registrar making the endorsement.

(4) The owner, agent or person in charge of any fishing boat who fails to report to the Registrar after making any of the alterations as aforesaid shall be guilty of an offence and shall, on conviction, be liable to a fine not exceeding five pounds or imprisonment for a term not exceeding one month.

Change of place of registration.

9. If the owner of any fishing boat wishes for any reason to change the registration from one port to another, he may apply to the Registrar at the proposed place of registration to have a new certificate of registration issued and on payment of the appropriate fee set out in the Second Schedule to these regulations, the Registrar shall issue a new certificate, retain the old certificate for transmission to the Registrar at the original place of registration for cancellation and the deletion of that boat from his register, and shall report the details to the Government Inspector of Shipping.

### PART III—CERTIFICATES OF COMPETENCY

Certificated crew for fishing boat.

10. No sea-going fishing boat shall proceed to sea from any place in Nigeria unless her crew on board are certificated persons in accordance with the provisions of this Part.

Manning of fishing boats.

11.—(1) Every sea-going fishing boat to which this Part applies shall carry on board for service certificated persons as follows—

(a) sea-going fishing boat not exceeding 60 feet in length, one Coxswain (Fishing) and one Motorman (Fishing) Grade II; but if such boat is intended to remain at sea for more than twelve hours continuously, two such Coxswains and Motormen shall be carried;

(b) sea-going fishing boat over 60 feet but not exceeding 100 feet in length, one Mate (Fishing) one Coxswain (Fishing), one Motorman (Fishing) Grade I and one Motorman (Fishing) Grade II;

(c) sea-going fishing boat over 100 feet in length, one Skipper (Fishing), one Mate (Fishing), one Third Class Engineer and one Motorman (Fishing) Grade I; and

(d) in addition there shall at all times be sufficient men on deck to ensure that the boat is seaworthy.

(2) Every fishing boat operating on inland waters only shall carry on board for service, Rivermasters, Quartermasters, Rivermen, Engineers, Engineering Assistants or Motormen in accordance with the provisions of the Merchant Shipping (Manning) Regulations, 1963, relating to inland waters vessels of similar size and horsepower.



(3) The owner or his agent, or any person in charge of any fishing boat to which these regulations apply, operating from any place in Nigeria without the requisite number and grades of certificated persons on board as provided by this regulation shall be guilty of an offence and shall, on conviction, be liable to a fine not exceeding one hundred pounds or to imprisonment for a term not exceeding six months or both.

12. Persons who are required by these regulations to be certificated shall hold certificates of competency issued under these regulations or under section 7 of the Act.

Certificates  
of  
competency.

13. The Government Inspector of Shipping may, and subject to such conditions as he may think fit to impose, issue to any person who, in his opinion, is suitably qualified, a permit authorising the holder thereof to serve as a certificated person on board any fishing boat to which these regulations apply and such permit shall, for the purposes of these regulations and for the period stated thereon, be deemed to be the equivalent of a certificate of competency.

Permits in  
place of  
certificates.

14. Any person holding a certificate of competency as Engineering Assistant for inland waters craft may have such certificate endorsed as hereinafter provided, and such endorsed certificate shall be deemed to be the equivalent of a Motorman's (Fishing) Grade I certificate for the purposes of these regulations.

Endorse-  
ment of  
Engineering  
Assistants'  
Certificates.

15. No person shall be examined for a certificate of competency as Coxswain (Fishing) unless—

Conditions  
for  
qualifying  
examina-  
tion as  
Coxswain.

(a) he is 18 years of age or over and literate ;

(b) he has served for two years as deck hand or able seaman at sea in sea-going fishing boats ;

(c) he holds a certificate by a Skipper, Mate or Coxswain to the effect that he can steer a boat efficiently by compass and that he has done so regularly as part of his sea-going duties ;

(d) he holds a certificate showing that he has passed an eyesight test in accordance with the provisions of section 8 of the Act ; and

(e) he holds a certificate of good character from his employer ;

except that a person holding a certificate of competency as Rivermaster or Quartermaster granted under section 7 of the Act and has completed a further twelve months at sea in sea-going fishing boats in a deck capacity may be examined if he produces an eyesight test certificate as aforesaid and a certificate of good character from his employers.

16. No person shall be examined for a certificate of competency as Mate (Fishing) unless—

Conditions  
for  
qualifying  
examina-  
tion as  
Mate.

(a) he is twenty years of age or over ;

(b) he is the holder of a certificate of competency as Coxswain (Fishing) and has served as such for at least two years in sea-going fishing boats ;

(c) he holds an eyesight test certificate as stated in paragraph (d) of regulation 15 ;

(d) he holds a certificate of good character from his employers.

Conditions  
for  
qualifying  
examina-  
tion as  
Skipper.

17. No person shall be examined for a certificate of competency as Skipper (Fishing) unless—

- (a) he is twenty-four years of age or over ;
- (b) he is the holder of a certificate of competency as Mate (Fishing) and has served as such for at least two years ;
- (c) he holds an eyesight test certificate as stated in paragraph (d) regulation 15 ; and
- (d) he holds a certificate of good character from his employers.

Conditions  
for  
qualifying  
examina-  
tion as  
Motorman,  
Grade II.

18.—(1) No person shall be examined for a certificate of competency as Motorman (Fishing) Grade II unless—

- (a) he is eighteen years of age or over and literate ;
- (b) he has served at sea in a sea-going fishing boat in a junior engine room capacity for at least one year ; and
- (c) he holds a certificate of good character from his employers.

(2) Every such certificate shall be endorsed with the type of engine which the holder is competent to operate.

(3) A candidate for such certificate may request the examiner to allow his examination to cover more than one type of engine, and if the examiner is satisfied as to the candidate's competency, he may give him a general examination covering all types of engines and the certificate in this case may be endorsed for "All Types of Engine" but may also be limited as to horsepower.

(4) After being granted an initial certificate, candidates may at any time thereafter apply to have their certificate endorsed for any other type of engine other than that specified originally on the certificate. In this case they will be given a further examination and will be required to pay the prescribed fee.

(5) Any person holding a Motorman's (Fishing) Grade II certificate of competency who operates or takes charge of a fishing boat engine of a type for which his certificate is not endorsed shall be guilty of an offence and, on conviction, shall be liable to a fine not exceeding five pounds or to imprisonment for a term not exceeding one month.

Conditions  
for  
qualifying  
examination  
as Motor-  
man,  
Grade I.

19. No person shall be examined for a certificate of competency as Motorman (Fishing), Grade I unless—

- (a) he is twenty-two years of age or over ;
- (b) he holds a certificate of competency as Motorman (Fishing) Grade II, and has served as such for at least four years in sea-going fishing boats ; and
- (c) he holds a certificate of good character from his employers.

Conduct of  
examina-  
tions.

20. Examinations shall be conducted in such manner as the Government Inspector of Shipping may direct and, so far as it is applicable, in accordance with the provisions of the Merchant Shipping (Examination for Certificates of Competency, Deck) and (Certificates of Competency, Engine room) Regulations, 1963.

Examiners.

21. Examiners for certificates of competency for the purposes of these regulations shall be such examiners as may be appointed in accordance with the provisions of section 14 of the Act.

Grant of  
certificate  
of compe-  
tency.

22. Any person who has satisfied an examiner as to his competency and is otherwise qualified in accordance with these regulations, shall be granted a certificate of competency in such form as may be approved by the Minister.

23. Any person desiring to be examined for a certificate of competency under these regulations shall apply to any examiner on the proper application form which may be obtained from any examiner.

Application for examination.

24. The holder of an Engineering Assistant's certificate of competency may have such certificate endorsed for service in sea-going fishing boats, upon providing proof of six months further service at sea in sea-going fishing boats in a junior engine room capacity.

Endorsement of Engineering Assistant's certificate.

25. Candidates shall be required to produce in the form of testimonials or otherwise, proof of the qualifications required by these regulations. Such testimonials shall include evidence that the candidate has performed the necessary sea service and such service must actually have been performed at sea. Service in fishing boats whilst laid up or in port or service in fishing boats plying on inland waters only shall not normally be allowed to count towards any qualifying sea service.

Proof of service at sea.

26. Candidates for certificates of competency under these regulations shall, before being examined, pay to the examiner the requisite fee as set out in the Second Schedule to these regulations.

Fees for certificates of competency.

27.—(1) When a certificate of competency granted under these regulations is lost, stolen, destroyed or defaced, a replacement thereof may be obtained in the manner set out in regulation 19 of the Merchant Shipping (Examination for Certificate of Competency, Deck) Regulations, 1963 upon payment of the fee prescribed.

Loss of certificate, etc.

(2) If the holder of a certificate changes his name he must at once return the certificate to an examiner for the new name to be endorsed thereon.

#### PART IV—SURVEY : SAFETY EQUIPMENT

28. Every fishing boat to which these regulations apply shall be surveyed annually in accordance with the provisions of regulation 3 of these regulations and no certificate of survey will be granted unless the surveyor is satisfied that the hull, machinery and equipment are in good condition and sufficient for the intended service of the boat and are in accordance with the provisions of this Part of these regulations.

Survey.

29. Every sea-going fishing boat to which these regulations apply shall be provided with lifesaving appliances as follows :—

Lifesaving appliances.

(a) a sea-going fishing boat of 150 feet in length or over shall carry either—

(i) at least two lifeboats attached to davits, so arranged that there is at least one lifeboat on each side of the boat, the lifeboats on each side of the boat being of sufficient aggregate capacity to accommodate all persons on board; and, in addition, at least two liferafts of sufficient aggregate capacity to accommodate all persons on board and so stowed that they can readily be transferred into water on either side of the boat; or

(ii) a Class C lifeboat attached to a davit; and, in addition, two liferafts of sufficient aggregate capacity to accommodate twice the number of persons on board and so stowed that they can readily be transferred into water on either side of the boat.

(b) a sea-going fishing boat of less than 150 feet but more than 100 feet in length shall carry either—

(i) a lifeboat of sufficient capacity to accommodate all persons on board, attached to a davit; and liferafts of sufficient aggregate capacity to accommodate all persons on board and so stowed that they can readily be transferred into the water on either side of the boat, and if there are more than 13 persons on board, two liferafts shall be carried; or

(ii) a Class C lifeboat attached to a davit; and at least two liferafts of sufficient aggregate capacity to accommodate not less than one-and-a-half times the number of persons on board, and so stowed that they can readily be transferred into the water on either side of the boat, except that the Class C lifeboat to be carried by a boat under 120 feet in length and carrying at least two liferafts of sufficient aggregate capacity to accommodate twice the number of persons on board, and stowed as aforesaid, shall not be required to be attached to a davit, but shall be so stowed that it can readily be placed in the water on either side of the boat, or if the boat has a list, on the side which is lower in water.

(c) a sea-going fishing boat of less than 100 feet, but more than 70 feet in length, shall carry two liferafts, each of sufficient capacity to accommodate one-and-a-half times the number of persons on board, and so stowed that they can readily be placed in water on either side of the boat, or will float free in the event of the parent vessel foundering. If rafts which can be inflated are carried, the total life-saving capacity need not be more than one-and-a-half times the number of persons on board. If such fishing boat proceeds on a voyage south of latitude 3° North or West of longitude 18° West, it shall carry, in addition to the liferafts, a Class C lifeboat attached to a davit so that it can be readily placed in the water on either side of the boat, and of sufficient capacity to accommodate all persons on board.

(d) a sea-going boat of less than 70 feet, but more than 50 feet in length, which does not at any time proceed on a voyage of more than 100 miles from the coast of Nigeria, shall carry one or more liferafts of sufficient aggregate capacity as to accommodate one-and-a-half times the number of persons on board. If such fishing boat proceeds on a voyage longer than 100 miles, it shall, in addition to the liferafts, carry a Class C lifeboat so stowed that it can readily be placed in water on either side of the boat, or if the boat has a list, then on the side which is lower in the water, and of sufficient capacity to accommodate all persons on board.

(e) All sea-going fishing boats of 50 feet and over in length shall be fully decked.

(f) if the fishing boat is under 50 feet in length and not fully decked it shall be fitted with—

(i) such internal buoyancy as required by the Government Inspector of Shipping; and

(ii) bilge keels or rails or other means of enabling persons to cling to the boat if overturned; and it shall also carry sufficient oars or paddles to enable it to be manoeuvred without the use of the engines.

(g) Every sea-going fishing boat of 100 feet or over in length shall carry at least four lifebuoys and every such boat of under 100 feet in length shall carry at least two lifebuoys except that in the case of a boat of under 50 feet in length, there shall be sufficient lifebuoy accommodation for all persons on board.



- (h) Every sea-going fishing boat shall carry one life-jacket for every person on board.
- (i) Every sea-going fishing boat of 70 feet in length or over shall carry line throwing apparatus.
- 30.—(1) Every sea-going fishing boat of 100 feet or over in length shall carry not less than twelve parachute distress rocket signals. Distress signals.
- (2) Every sea-going fishing boat of less than 100 feet but more than 50 feet in length shall carry at least two parachute distress rocket signals and six red hand flares or parachute distress rockets in lieu.
- (3) Every sea-going fishing boat of less than 50 feet in length shall carry at least six red hand flares or parachute distress rockets in lieu.
- (4) All pyrotechnic distress signals shall comply with the specifications and conditions contained in the Merchant Shipping (Lifesaving Appliances) Rules, 1963.
- 31.—(1) Every sea-going fishing boat of 70 feet or over in length shall be equipped with an efficient sounding machine, mechanical or electrical, and a properly marked hand lead line with a seven pound lead. Sounding apparatus.
- (2) Every such boat of less than 70 feet in length shall carry two hand lead lines.
32. Every sea-going fishing boat shall be equipped with anchors and cables to the satisfaction of the surveyor. Anchors and cables.
33. Every sea-going fishing boat shall be equipped with hawsers and warps to the satisfaction of the surveyor and such hawsers and warps shall include one of sufficient length and strength as to enable the boat to be towed in rough weather. Hawsers.
- 34.—(1) Every sea-going fishing boat of 70 feet or over in length shall be equipped with at least one powered bilge pump, connected to every watertight compartment in the boat. In addition there shall be carried one manual pump for every watertight compartment. Bilge pumps.
- (2) Every sea-going fishing boat of less than 70 feet in length shall be equipped with one manual pump for every watertight compartment.
35. Every fully decked sea-going fishing boat shall be equipped with sounding pipes from the upper deck for ascertaining the depth of water or other fluid in each watertight compartment. Sounding pipes.
36. Every fishing boat to which these regulations apply, operating solely on the inland waters of Nigeria shall, according to its size, carry lifesaving appliances and comply with the provisions of the Merchant Shipping (Lifesaving Appliances) Rules, 1963, relating to ships of Class VIII. Inland waters fishing boats.
37. Every fishing boat to which these regulations apply shall, according to its size, carry firefighting equipment and comply with the provisions of the Merchant Shipping (Fire Appliances) Rules, 1963, relating to ships of Classes V, VI, VII and VIII. Firefighting equipment.
- 38.—(1) After a surveyor has inspected a fishing boat, her hull, engines and equipment, and is satisfied that the condition thereof is suitable to the intended service of the boat he may, on payment of the prescribed fee, grant and issue a certificate of survey in a form approved by the Minister. Grant of certificate of survey.

(2) Such certificate shall always be kept on board the boat and shall be produced on demand to the Registrar, Police Officer, Harbour Master, Officer of Customs or Surveyor. Any person who fails to produce such certificate when required to do so by any of these officers shall be guilty of an offence and shall, on conviction, be liable to a fine not exceeding five pounds, or to imprisonment for a term not exceeding one month.

#### PART V—MISCELLANEOUS

Lights,  
Signals,  
etc.

39. Every fishing boat to which these regulations apply shall carry lights and signals and shall be navigated in accordance with the Collision Regulations and the Merchant Shipping (Navigation of Inland Waters) Regulations, 1963, as the case may be.

Exemption.

40. The Government Inspector of Shipping may, in his discretion, by writing under his own hand, and subject to such conditions as he may think fit to impose, exempt any fishing boat from any or all of the provisions of these regulations, if he is satisfied that any alternative arrangements made are at least as efficient, safe and satisfactory as those provided for in these regulations.

Fees.

41.—(1) The fees prescribed in the Second Schedule to these regulations in respect of the matters stipulated therein shall be paid by the owner or his agent or the person in charge of every fishing boat.

(2) Certificate of registration of a fishing boat or certificate of competency of any of the crew of a fishing boat lost at sea due to ship wreck or fire, shall be reissued without payment of the fee prescribed for same in the Second Schedule to these regulations.

Tonnage.

42. During the initial survey of a fishing boat, the surveyor shall ascertain the gross tonnage of that boat in accordance with Rule II of the Third Schedule to the Act.

#### FIRST SCHEDULE

(Reg. 4 (1))

#### CERTIFICATE OF REGISTRATION

##### FISHING BOAT

Registration Number	Name of Fishing Boat	Port of Registration

##### PARTICULARS OF BOAT

		Feet	Tenths
Length overall			
Maximum breadth to outside of plating			
Depth in hold from tonnage deck to ceiling amidships			
Where Built	When Built	Builder's Name and Address	
Description of Engines	Horsepower	Description of boilers (if any)	Pressure

Under deck Gross Tonnage measured by Rule II.....tons

Name and Residence of Owner(s)	Proportion of shares

I, the undersigned, Registrar of Nigerian Fishing Boats at the port of.....  
 hereby certify that the Fishing Boat, the description of which  
 is prefixed to this my Certificate, has been duly surveyed, and that the above description  
 is in accordance with the Register Book.

DATED at..... this..... day of..... 19.....

*Registrar*

NOTE—A Certificate of Registration is not a document of Title. It does not necessarily contain note of all changes of ownership, and in no case does it contain an official record of any mortgages affecting the boat. In the case of any change of ownership it is important for the protection of the interests of all parties that the change should be registered according to law. Should a boat be lost, sold to foreigners, or broken up, notice thereof, together with the Certificate of Registration, if in existence, should immediately be given to the Registrar of Nigerian Fishing Boats at the Port of Registry. (See Regulation 4).

## SECOND SCHEDULE (Regs. 4, 8, 9, 26 and 42)

### FEES

#### 1. Registration of Fishing Boat

	£	s	d
(a) Issue of certificate of registration .. .. .	2	0	0
(b) Renewal of a certificate of registration .. .. .	2	0	0
(c) Transfer of registration from one place to another .. .. .	1	0	0
(d) Each endorsement made on a certificate of registration .. .. .	0	10	0

#### 2. Certificate of Competency

(a) Examination for Skipper (Fishing) .. .. .	6	0	0
(b) Examination for Mate (Fishing) .. .. .	3	0	0
(c) Examination for Coxswain (Fishing) .. .. .	1	0	0
(d) Examination for Motorman (Fishing), Grade I .. .. .	1	0	0
(e) Examination for Motorman (Fishing), Grade II .. .. .	1	0	0
(f) Endorsement of any certificate of competency .. .. .	0	10	0
(g) Endorsement on Engineering Assistant's certificate for service at sea .. .. .	0	10	0
(h) Renewal of a certificate of competency .. .. .	same as initial issue.		

#### 3. Survey of Fishing Boat

(a) Boat under 20 tons gross .. .. .	6	0	0
(b) Boat 20 tons but less than 50 tons gross .. .. .	10	0	0
(c) Boat 50 tons but less than 100 tons gross .. .. .	15	0	0
(d) Boat 100 tons but less than 200 tons gross .. .. .	20	0	0
(e) Boat 200 tons but less than 300 tons gross .. .. .	25	0	0
(f) Boat 300 tons gross and above .. .. .	30	0	0

MADE at Lagos this 4th day of July, 1963.

R. A. NJOKU,  
Federal Minister of Transport

#### EXPLANATORY NOTE

These regulations provide for registration of fishing boats, the carrying of lifesaving appliances by them and the holding of certificates of competency by the crew of such boats.



THE MERCHANT SHIPPING (LICENSING AND CONTROL  
OF BOATS) REGULATIONS, 1963

1. Short title and application.
2. Interpretation.

PART I—LICENSING OF BOATS

3. Licensing of lighters and barges.
4. Registers to be kept.
5. Loss of licence.
6. Identification marks.

PART II—MANNING AND SAFETY PROVISIONS

7. Lighters and barges—safety equipment.
8. Lighters or barges not to carry passengers.
9. Boats not to be overloaded.
10. Number of persons to be carried.

PART III—MISCELLANEOUS

11. Formula for calculating loaded displacement.
12. Exemption.
13. Penalty.
14. Repeal.

SCHEDULE—Fees.

MERCHANT SHIPPING ACT, 1962  
(1962, No. 30)

The Merchant Shipping (Licensing and Control of Boats)  
Regulations, 1963

*Commencement : 4th July 1963*

In exercise of the powers conferred by section 193 of the Merchant Shipping Act, 1962, the Federal Minister of Transport hereby makes the following regulations—

1. These regulations may be cited as the Merchant Shipping (Licensing and Control of Boats) Regulations, 1963, and shall apply to all boats plying on all inland waters in respect of which the Federal Legislature has power to make laws in connection with shipping and navigation except—

Short title  
and applica-  
tion.

(a) boats belonging to a ship ; and

(b) boats used solely for pleasure purposes if they do not carry passengers for hire or reward.

2. In these regulations, "boat" means any vessel not propelled by mechanical power and includes any lighter or barge but does not include fishing boats subject to the Merchant Shipping (Fishing Boat) Regulations, 1963.

Interpreta-  
tion.

PART I—LICENSING OF BOATS

3.—(1) The owner of a boat plying either wholly or partly the inland waters to which these regulations apply shall, within ten days from the 1st day of January of each year, or if such boat is acquired subsequent to the 1st day of January, then within ten days of such acquisition; register and take out a licence for such lighter or barge in accordance with the provisions of these regulations.

Licensing  
of lighters  
and barges.

(2) Every such licence shall expire on the 31st day of December next following the date upon which the licence is issued.

(3) A licensing officer for the purposes of this Part of these regulations shall be a surveyor of ships appointed under section 146 of the Merchant Shipping Act, 1962, (hereinafter in these regulations referred to as "licensing officer").

(4) Licence granted to any boat under this regulation shall be in such form as may be approved by the Minister and there shall be paid in respect of such licence the fee prescribed in the Schedule to these regulations.

(5) Boats, other than lighters and barges shall not be required to be licensed but all boats operating on inland waters to which these regulations apply shall be subject to these regulations whether they are required to be licensed or not.

Registers to be kept.

4. Each licensing officer shall keep a register which shall contain—

- (a) the name and address of the owner of every boat registered and licensed by him ;
- (b) a description of the boat ;
- (c) the number of the licence issued and the date of issue ; and
- (d) the number of persons the boat may carry (if any).

Loss of licence.

5. If the owner of a boat loses his licence, he may obtain a copy thereof from the licensing officer upon payment to him of the prescribed fee.

Identification marks.

6. The owner of every boat required to be licensed shall cause the name or serial number of such boat to be painted on each side of the bow. Such name or number shall be painted in a colour contrasting with that of the hull and it shall be always maintained so as to be legible. No licence will be granted unless and until such an identifying name or number has been given to a boat.

## PART II.—MANNING AND SAFETY PROVISIONS

Lighters and barges—  
safety  
equipment.

7.—(1) Lighters and barges when carrying passengers and when being towed by power driven vessels shall be provided with sufficient buoyant apparatus to provide flotation for the total number of persons carried and if the towing vessel is also towing another lighter or barge of at least similar capacity to that of the passenger carrying one and which carries no passengers, the requirements for buoyant apparatus may be reduced by nine-tenths.

(2) The buoyant apparatus shall be carried on the lighter or barge carrying the passengers ; but if such lighter or barge is being towed alongside a power driven vessel and such vessel has sufficient stability and deck space calculated at the rate of one superficial foot for each person to accommodate all the persons on board together with the total number of persons on the lighter or barge, then up to one-half of the buoyant apparatus may be carried on board the towing vessel.

(3) The buoyant apparatus shall be of a pattern approved by the licensing officer.

(4) A lighter or barge carrying passengers shall have available for use two lifebuoys, one at each end of the lighter or barge, and if the lighter or barge is being towed alongside then such lifebuoys shall be stowed on the side away from the towing vessel.

Lighters or barges not to carry passengers.  
Boats not to be overloaded.

8. Lighters or barges propelled solely by oars, paddles or poles, when in inland waters to which these regulations apply, shall not carry passengers.

9.—(1) All boats when loaded shall maintain minimum freeboard as follows :—

(a) lighters and barges with coamings and hatch covers shall at all times maintain minimum freeboard of two inches for every foot of depth ; such depth to be measured from the under part of the deck to the flooring on the bottom of the hold amidships ; and

(b) other boats (including canoes) shall at all times maintain minimum freeboard of one inch for every three inches of depth ; such depth being measured from the top of the gunwale or wash board to the bottom of the boat.

(2) In the case of lighters and barges required to be licensed under Part I of these regulations, the licensing officer shall ascertain in the manner prescribed in paragraph (1) of this regulation the position of the load line and the owner of such lighter or barge shall paint or cause to be painted on each side of the lighter or barge and thereafter maintained in the position indicated, a broad white line two inches in thickness and two feet long, the lowest part of which will indicate the deepest draught to which the boat may be loaded.

10.—(1) No boat shall carry a greater number of persons than may be ascertained as follows :—

Number of persons to be carried.

(a) Boats (other than canoes), for a voyage of over twelve hours duration—one person for each six superficial feet of deck space available ; for a voyage of twelve hours duration or less—one person for each four such superficial feet ;

(b) Canoes—For the purpose of ascertaining the number of persons which may be carried in a canoe the following formula shall be used—

$$\text{Number of persons} = \frac{\text{Length} \times \text{Breadth} \times \text{Depth} \times .6}{10}$$

length and breadth being measured at the waterline.

(2) In the case of lighters and barges required to be licensed under Part I of these regulations, the licensing officer shall ascertain in the manner prescribed in paragraph (1) of this regulation, the number of persons such lighter or barge may carry and the owner shall insert or cause to be inserted in the following form cut or painted in some conspicuous place such number of persons as has been ascertained—

“Certified to carry.....persons”.

### PART III—MISCELLANEOUS

11. For calculating the loaded displacement of lighters and barges for the purposes of these regulations, the following formula shall be used—

Formula for calculating loaded displacement.

$$\text{Loaded Displacement} = \frac{\text{Length} \times \text{Breadth} \times \text{Depth} \times .8}{35}$$

12. The Government Inspector of Shipping may exempt any boat from any of the requirements of these regulations.

Exemption.

13. Any person who contravenes any of the provisions of these regulations shall be guilty of an offence and shall, on conviction be liable to a fine not exceeding five pounds or to imprisonment for a term not exceeding one month.

Penalty.

Repeal.

14. Shipping and Navigation (Licensing of Boats) Regulations (as amended) and the Lagos Lighters and Barges (Lifesaving Requirements) Regulations, 1957, are hereby repealed.

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SCHEDULE

(Reg. 3)

## FEES

	£	s	d
1. For the issue of a licence in respect of lighters and barges—			
(a) not exceeding 20 tons loaded displacement ..	2	10	0
(b) exceeding 20 tons but not exceeding 50 tons loaded displacement .. .. .	3	0	0
(c) exceeding 50 tons but not exceeding 100 tons loaded displacement .. .. .	3	10	0
(d) exceeding 100 tons but not exceeding 150 tons loaded displacement .. .. .	4	0	0
(e) exceeding 150 tons loaded displacement .. ..	5	0	0
2. Replacement of lost licence .. .. .	Half the above fees in each case.		

MADE at Lagos this 4th day of July, 1963.

R. A. NJOKU,  
*Federal Minister of Transport*

## EXPLANATORY NOTE

These regulations which replace the Shipping and Navigation (Licensing of Boats) Regulations and the Lagos Lighters and Barges (Lifesaving Requirements) Regulations made under the Shipping and Navigation Act now repealed make such provisions as appear necessary for safety of life in boats on Federal waterways.

L.N. 77 of 1963

## MERCHANT SHIPPING ACT, 1962

(1962, No. 30)

## The Merchant Shipping (Dangerous Goods) Rules, 1963

*Commencement : 4th July, 1963*

In exercise of the powers conferred by section 251 of the Merchant Shipping Act, 1962 and of all other powers enabling him in that behalf, the Minister of Transport hereby makes the following Rules:—

1.—(1) These Rules may be cited as the Merchant Shipping (Dangerous Goods) Rules, 1963. Citation.

(2) These Rules shall apply to :— Application.

(a) Nigerian ships ;

(b) Other coastal trade and inland waters ships ; and

(c) Other ships when they are within any port in Nigeria, or, embarking or disembarking passengers within territorial waters, or are loading or discharging cargo or fuel within those waters.

Provided that these Rules shall not apply to any ship which would not have entered any such port but for stress of weather or any other circumstance that neither the master, nor the owner, nor the charterer, if any, of the ship could have prevented or forestalled.

2. In these Rules, unless the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them, that is to say :— Interpretation.

“Dangerous Goods” shall have the same meaning as set forth in section 2 of the Act, but shall not include :—

(a) goods forming part of the equipment or stores of the ship in which they are carried ; and

(b) goods which neither the owner of the ship nor any of his servants or agents knew or ought to have known, or had reasonable grounds for suspecting to be dangerous goods.

“Explosives” shall have the same meaning as set forth in the Explosives Act but shall not include safety cartridges for small arms or cartridges for shotguns. Cap. 64.

3.—(1) It shall be unlawful for dangerous goods to be taken on board any ship to which these Rules apply for the carriage in that ship unless the shipper of the goods has furnished the owner or master of the ship with a statement in writing of the identity of the goods and of the nature of the danger to which the goods give rise, indicating to which of the following categories the goods belong :— Description and Classification of dangerous goods.

(a) Explosives ;

(b) Compressed, liquefied and dissolved gasses ;

(c) Corrosives ;

(d) Poisons ;

(e) Substances giving off inflammable vapours ;

(f) Substances which become dangerous by interaction with water or air ;

(g) Strong oxidising agents ;

(h) Substances which are liable to spontaneous combustion ;

(i) Laboratory chemicals and medicinal preparations in limited quantities ;

(j) Other dangerous goods.



For the purposes of these Rules a laboratory chemical or medicinal preparation shall be treated as being in a limited quantity if, and only if, the quantity of that chemical or preparation is a limited quantity for the purpose of section 9 of the Report of the Standing Advisory Committee on the Carriage of Dangerous Goods and Explosives in Ships in the United Kingdom.

(2) The master of the ship shall cause a list to be carried in the ship setting forth, in accordance with the information furnished under the provisions of this Rule, the dangerous goods carried in the ship on the voyage in which she is currently engaged.

Marking of vehicles or containers in which dangerous goods are carried.

4.—(1) It shall be unlawful for dangerous goods, being goods contained in a vehicle, receptacle or package, to be taken on board a ship to which these Rules apply for carriage in that ship unless the vehicle, receptacle or package in which the goods are contained is clearly marked with a distinctive label or stencil purporting to indicate the nature of the danger to which the goods give rise; and if the goods are taken on board the ship at any port in Nigeria or within the territorial waters of Nigeria, a label or stencil purporting to indicate the identity of the goods.

(2) Where goods are taken on board a ship together with the vehicle in which they are contained, or where goods are taken on board a ship together with the receptacle in which they are contained, being a receptacle which is an additional body for a vehicle and is constructed or adapted for the purpose of being taken on or off the vehicle with goods contained therein, nothing in the foregoing provisions of this Rule shall be taken to require any such receptacle or any package in which the goods in the vehicle may be contained or, as the case may be, any package in which the goods in the receptacle may be contained, to be also marked.

Packing and carriage in bulk of dangerous goods.

5.—(1) It shall be unlawful for dangerous goods, being goods which are not loaded in bulk, to be taken on board any ship to which these Rules apply for carriage in that ship if the owner of the ship or any of his servants or agents knows or ought to know that the goods are not packed in a manner adequate to withstand the ordinary risks of handling and transport by sea having regard to their nature.

Provided that in any proceedings against an owner or master in respect of a failure to comply with the provisions of this paragraph, it shall be a good defence to prove that before the goods were taken on board the ship—

(a) the owner or master was furnished with a statement in writing by the shipper to the effect that the goods were packed in accordance with the requirements of this paragraph; and

(b) neither the owner nor any of his servants or agents knew that the goods were not so packed.

(2) It shall be unlawful for dangerous goods to be loaded in bulk into any ship to which these Rules apply for carriage in that ship if the owner of the ship or any of his servants or agents knows or ought to know that the goods cannot safely be carried in bulk to the destination to which they are consigned.

Stowage of dangerous goods.

6. Dangerous goods and any vehicle, receptacle or package containing dangerous goods, taken on board any ship to which these Rules apply for carriage in that ship shall be stowed in the ship, and shall be kept so stowed, in a manner which is a safe and proper manner of stowage for the goods, or,



as the case may be, for the vehicle, receptacles or package having regard to the identity and dangerous nature indicated by the markings referred to in Rule 4 of these Rules. In this respect the recommendations of the Standing Advisory Committee on the Carriage of Dangerous Goods and Explosives in Ships in the United Kingdom will be followed.

7.—(1) It shall be unlawful for any explosives to be taken on board any ship, being a passenger ship, to which these Rules apply for carriage in that ship, except :—

Carriage of dangerous goods in passenger ships.

(a) any of the explosives set forth in the First Schedule to these Rules ;

(b) any explosives the total weight of which does not exceed 20lb. including their immediate casing or packing ;

First Schedule

(c) any distress signal rockets for use in ships or aircraft, if the total weight of such rockets does not exceed 1 ton ;

(d) any shop fireworks.

(2) Any distress signal rockets or shop fireworks carried in a passenger ship to which this Rule applies shall be stowed under the supervision of a person appointed for that purpose by the master of the ship in writing signed by him.

(3) It shall be unlawful for any one of the dangerous goods set forth in the Second Schedule to these Rules (other than laboratory chemicals and medicinal preparations in limited quantities) to be taken on board any ship (being a passenger ship) to which these Rules apply for carriage in that ship.

Second Schedule.

Provided that nothing in this paragraph shall prohibit the taking of dangerous goods on board a passenger ship in respect of which there is in force a certificate issued by the Government Inspector of Shipping, or by any authority empowered in that behalf by the laws of any country other than Nigeria, to the effect that the ship is fit to carry a number of passengers not exceeding 25 or a number equal to one-tenth of the length of the ship in feet, whichever shall be the greater.

8. It shall be unlawful for liquids which the owner of the ship or any of his servants or agents knows or ought to know to be inflammable to be taken on board any ship to which these Rules apply for carriage in that ship as cargo unless ventilation, adequate in the circumstances, is provided for the spaces in which the liquids are to be carried.

Carriage of inflammable liquids.

9. It shall be unlawful for substances which the owner of the ship or any of his servants or agents knows or ought to know to be liable to spontaneous combustion to be taken on board any ship to which these Rules apply for carriage in that ship as cargo unless precautions, proper in the circumstances, are taken for the prevention of the spontaneous combustion of such substances.

Spontaneous combustion.

10. It shall be unlawful for dangerous goods to be carried in any ship to which these Rules apply unless—

Application of Rules in certain cases.

(a) in the case of a Safety Convention ship, the goods are being carried in accordance with the law relating to the carriage of such goods of the country in which the ship is registered and all the provisions of that law in so far as the same are applicable have been complied with ; or

(b) in the case of any other ship, the provisions of these Rules which would have been required to have been complied with if the goods had been taken on board the ship in Nigeria, have been complied with :

Provided that the Government Inspector of Shipping may exempt any ship from any of the requirements of these Rules which are required to have been complied with in the case of that ship by paragraph (b) of this Rule, if he is satisfied that the requirements of the law relating to the carriage of dangerous goods of the country in which the ship is registered have been complied with and are not less effective than the said requirements of these Rules.

## FIRST SCHEDULE

### EXPLOSIVES WHICH MAY BE TAKEN ON BOARD PASSENGER STEAMERS

Ajax Percussion Caps.  
 Antifyre Percussion Caps.  
 Battery Pockets.  
 Bullseye Percussion Caps.  
 Cardox Heater D.  
 Cartridge for Martin Cutter.  
 Cartridges bolt, cable cutting, linked, punch or rocket.  
 Cases, Cartridge, Capped.  
 Cases for Turbo-Starter Cartridges (Empty), Primed.  
 Cordtex.  
 Curtis's and Harvey's Safety Electric Fuzes.  
 Delay Fuze Assembly (10 seconds).  
 Drogue Ejector Cartridges.  
 Eley Kynoch No. 91 Percussion Cap.  
 Eley Kynoch No. 1A Percussion Cap.  
 Excelsior Safety Electric Fuzes.  
 Ferrule Igniter for Safety Fuze.  
 Flame Detector Cord.  
 Fuzehead Assemblies.  
 Hydrox Igniter No. 1 Safety Electric Fuze.  
 Igniters for Grenades.  
 Kynoch Fog Signal Caps.  
 Kynoch No. 41 Percussion Cap.  
 Kynoch No. 70 Percussion Cap.  
 Kynoch No. 81 Percussion Cap.  
 Kynoch Rail Car Fog Signals.  
 M.O.C. Cartridges (Type 1)  
 M.O.C. Cartridges (Type 4)  
 M.O.C. Cartridges (Type 6)  
 Multiple Safety Fuze Igniters.  
 Nicorro Percussion Caps.  
 Nobel's Electric Delay Action Fuzes.  
 Nobel's Safety Electric Fuzes.  
 Nobel's Safety Electric Delay Fuzes.  
 Norres Patent Fuze Lighters.  
 Orion Patent Safety Electric Fuzes.  
 Percussion Caps, O. in C. No. 1.  
 Plastic Core Safety Fuze.  
 Push Mechanism Type 6.  
 Pull Mechanism Type 6.  
 Railway Fog Signals O. in C. No. 1.

Release Mechanism Type 6.  
 Safety Cartridges Cases (Empty), Capped.  
 Safety Electric Primers.  
 Safety Firing Tubes, No. 1.  
 Safety Fuze, O. in C. No. 1.  
 Safety Fuze Lighters.  
 Safety Instantaneous Fuze.  
 Schermer Cattle Killer Cartridges.  
 Special Safety Fuze.  
 Thermal Gas Closing Cartridges.  
 Trip Fuzes.  
 Turbo-Starter Primers, Electrically Fired, 15 grain.  
 Tyre Sound Signals.  
 Venus Patent Safety Electric Fuzes.  
 Vulcan Patent Safety Electric Fuzes.  
 Vickers' Percussion Caps.  
 Vulcan Patent Electric Delay Action Fuzes.  
 Any safety cartridges not specified above.

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## SECOND SCHEDULE

### DANGEROUS GOODS WHICH MAY NOT BE TAKEN ON BOARD PASSENGER STEAMERS

#### *Category (ii)—Compressed, liquefied and dissolved gases*

Boron Trifluoride.  
 Carbon Monoxide.  
 Coal Gas.  
 Fluorine.  
 Hydrogen.  
 Ammonia Anhydrous, unless in cylinders.  
 Blau Gas.  
 Butadiene.  
 Chlorine.  
 Cyanogen.  
 Dimethyl Ether.  
 Dimethylamine.  
 Ethyl Chloride, unless in cylinders.  
 Ethylene.  
 Ethylene Oxide.  
 Ethylene Oxide/Carbon Dioxide Mixture.  
 Ethylene Oxide/Nitrogen Mixture.  
 Hydrogen Chloride.  
 Hydrogen Cyanide, Stabilised.  
 Hydrogen Fluoride.  
 Hydrogen Sulphide.  
 Methylamine.  
 Methyl Bromide.  
 Methyl Chloride, unless in cylinders.

Nitrogen Tetroxide.  
 Nitrosyl Chloride.  
 Oil Gas.  
 Phosgene.  
 Sulphur Dioxide, unless in cylinders or glass syphons.  
 Trimethylamine.  
 Acetylene.

*Category (iii)—Corrosives*

Antimony Pentachloride, unless in containers of  $2\frac{1}{2}$  gallon capacity or under.  
 Antimony Trichloride, unless in containers of  $2\frac{1}{2}$  gallon capacity or under.  
 Benzoyl Chloride.  
 Chloroacetyl Chloride.  
 Chlorosulphonic Acid.  
 Disphenylmethyl Bromide.  
 Fluoboric Acid.  
 Fluosilicic Acid.  
 Hydriodic Acid.  
 Hydrobromic Acid.  
 Hydrochloric Acid.  
 Hydrofluoric Acid Solutions.  
 Mixed Acid.  
 Nitric Acid.  
 Perchloric Acid.  
 Phosphorus Pentachloride.  
 Phosphorus Tribromide.  
 Phosphorus Trichloride.  
 Phosphoryl Chloride.  
 Silicon Tetrachloride, unless in containers of  $2\frac{1}{2}$  gallon capacity or under.  
 Sludge or Spent Acid.  
 Stannic Chloride, Anhydrous.  
 Sulphur Chlorides.  
 Sulphuric Acid, specific gravity exceeding 1.405.  
 Sulphuric Acid, Fuming.  
 Sulphuryl Chloride.  
 Thionyl Chloride.  
 Titanium Tetrachloride.

*Category (iv)—Poisons*

Bromine and Bromine Solutions.  
 Chloropicrin.  
 Hydrogen Cyanide.  
 Methyl Bromide.  
 Motor-Fuel Anti-Knock compounds, unless in containers of 5 pint capacity or under.  
 Tetraethyl lead, unless in containers of 5 pint capacity or under.

*Category (v)—Substances giving off inflammable vapours*

Benzyl Chloride.  
 Carbon Disulphide.  
 Enamels, lacquers, paints and varnishes, with a flash point below  $73^{\circ}$  F., unless in containers of 10 gallon capacity or under.

Di-ethyl-ether, unless in containers of 1 gallon capacity or under.

Ethyl Chloride.

Ethylene Oxide.

Nickel Carbonyl.

Other substances with a flash point below 73° F., unless in containers of 5 gallon capacity or under.

*Category (vi)—Substances which become dangerous by interaction with water*

Aluminium Powder (unpolished), unless in glass or earthenware containers.

Aluminium Silicon, in powder form.

Barium Alloys, non-pyrophoric.

Barium Metal.

Calcium Metal and Alloys, non-pyrophoric.

Calcium Carbide.

Calcium Phosphide or articles charged wholly or mainly with Calcium Phosphide.

Calcium Silicide.

Calcium Silicon.

Ferro-Silicon containing 15 per cent to 80 per cent Silicon, both figures inclusive.

Magnesium Alloy Powder, unless in glass or earthenware containers or in tins or cans.

Potassium Metal.

Sodium Metal.

Sodium Phosphide.

Strontium Alloys, non-pyrophoric, unless in glass or earthenware containers.

Zinc Phosphide.

*Category (vii)—Strong Oxidising Agents*

Potassium Bromate.

Sodium Bromate.

Ammonium Chlorate.

Barium Chlorate.

Potassium Chlorate.

Sodium Chlorate.

Strontium Chlorate.

Zinc Chlorate.

Chloric Acid.

Calcium Chlorite.

Sodium Chlorite.

Guanidine Nitrate.

Ammonium Perchlorate.

Barium Perchlorate.

Calcium Perchlorate.

Lead Perchlorate.

Magnesium Perchlorate.

Potassium Perchlorate.

Sodium Perchlorate.

Ammonium Permanganate.

Hydrogen Peroxide Solutions greater than 6 per cent strength.

*Category (viii)—Substances which are liable to spontaneous combustion*

Cotton, wet.

Diethyl Zinc.

Di-methyl-p-nitrosoaniline.

Fibres, burnt, wet or damp.

Fishmeal or fish scrap, unless in sealed metal containers.

Iron Oxide, spent.  
Linoleates, resinates and other driers in solid form.  
Phosphorus, white or yellow.

*Category (ix)—Other Dangerous Goods*

Ammonium Picrate, wet.  
Benzoyl Peroxide.  
Celluloid in the form of scrap, dust, shavings, pieces or stripped film.  
Di-nitro-ortho-cresol, wet or fused solid.  
Di-nitro-phenol, wet.  
Dinitrophenolates.  
Di-nitro-resorcinol, wet.  
Hessian bags, used (unless continuously used for inert material).  
Lacquer base and chips with nitrocellulose base.  
Nitrocellulose, wet.  
Picric Acid, wet.  
Sodium di-nitro-ortho-cresolate, wet.  
Sulphur (Lump, roll or stick), unless in glass or earthenware containers,  
or in drums, casks, cases or double hessian bags.  
Sulphur (powder), unless in glass or earthenware containers or in drums,  
casks or cases.  
Zirconium Metal.

MADE at Lagos this 4th day of July, 1963.

R. A. NJOKU,  
*Minister of Transport*

EXPLANATORY NOTE

These Rules regulate, in the interests of safety, the carriage of dangerous goods in ships, and in particular make provision for the proper marking and stowage of such goods. The Rules include provisions for such requirements as appear to the Minister to be necessary to implement the provisions of the International Convention for the Safety of Life at Sea, 1948, relating to the carriage of dangerous goods.