Supplement to Official Gazette No. 93, Vol. 51, 19th November, 1964—Part B

*L.N. 126 of 1964

REGISTRATION OF TITLES ACT (CAP. 181)

Registration of Titles (Application) Order, 1964

Commencement : 9th October, 1964

In exercise of the powers conferred by subsection 1 of section 2 of the Registration of Titles Act and of all other powers enabling me in that behalf, I hereby make the following Order—

This Order may be cited as the Registration of Titles (Application) Order, 1964 and shall apply to the area specified in the Schedule hereto. Citation and application.

SCHEDULE

All that parcel of land at Surulere, Yaba West, Ebute Metta West and Abule-Nla on the Mainland of the Federal Territory the boundaries of which are described below :

Starting at a concrete pillar marked LD6544 the co-ordinates of which are 5,885.15 feet south and 7,895.21 feet west of a concrete pillar marked LCS165P, the origin of Lagos Cadastral Surveys the boundaries run in straight lines, the bearings and lengths of which are as follows :—

From	*Bearings*	*Lengths*	*To*
LD6544	111° 22′	483.6 feet	LD6543
LD6543	111° 22′	660.0 feet	LD6542
LD6542	58° 48′	185.5 feet	C.P.
C.P.	75° 55′	44.9 feet	EA2268
EA2268	30° 34′	64.3 feet	EA2267
EA2267	36° 08′	264.7 feet	EA2266
EA2266	49° 01′	137.6 feet	EA2265
EA2265	28° 34′	82.2 feet	EA2264
EA2264	49° 51′	233.5 feet	EA2263
EA2263	341° 43′	209.7 feet	EA2262
EA2262	357° 51′	109.7 feet	EA2261
EA2261	29° 10′	179.8 feet	EA2260
EA2260	1° 24′	51.5 feet	KE364
KE364	75° 44′	4,092.2 feet	LCS1487S
LCS1487S	68° 47′	3,055.4 feet	LCS1477S

Thence southwards along Clifford Street to Lagos Street; thence westwards (into the Railway Compound) on a bearing of 245° 00′ for a distance of 1,074 feet; thence on a bearing of 156° 15′ for a distance of 346 feet; thence on a bearing of 244° 30′ for a distance of 706 feet to Thomas Street; thence along Thomas Street on a bearing of 156° 00′ for a distance of 348 feet to PBL 2311 on its junction with Ibadan Street West; thence along Ibadan Street West on a bearing of 244° 00′ for a distance of 350 feet; thence along Babani Street on a bearing of 155° 00′ for a distance of 338 feet to a concrete pillar marked PBL 3860; thence on a bearing of 164° 12′ at a distance of 17.0 feet to PBL 3859 on the junction of Apapa Road with

Babani Street; thence westwards along Apapa Road to its junction with Western Avenue; thence westwards along Apapa Road to its junction with Abebe (Iganmu) Road level crossing. Thence along Abebe (Iganmu) Road to a concrete pillar marked LCS 552P;

From	*Bearings*	*Lengths*	*To*
552P	269° 40′	232.2 feet	553P
553P	296° 44′	598.0 feet	544P
554P	276° 20′	252.5 feet	555P
555P	245° 18′	266.4 feet	556P
556P	263° 21′	179.9 feet	557P
557P	248° 43′	168.5 feet	558P
558P	282° 57′	188.3 feet	559P
559P	293° 05′	275.2 feet	560P
560P	268° 21′	260.2 feet	561P

Thence southwards on a bearing of 180° 00′ and an approximate distance of 671.5 feet to the edge of the swamp. Thence along the edge of the swamp in a zig-zag direction to a point P61 on the Federal Territory boundary.

From	*Bearings*	*Lengths*	*To*
P61	0° 00′	533.7 feet	PBC3646
PBC3646	0° 00′	1,058.1 feet	PBC3645
PBC3645	0° 00′	444.1 feet	PBC3644
PBC3644	0° 00′	1,229.4 feet	PBC3643
PBC3643	0° 00′	899.7 feet	LCS465P
LCS465P	0° 00′	292.1 feet	LCS464P
LCS464P	0° 00′	340.0 feet	LCS463P
LCS463P	0° 00′	580.5 feet	LD6544 (the starting point).

MADE in Lagos this 4th day of November, 1964.

MUSA YAR'ADUA,
Minister of Lagos Affairs

EXPLANATORY NOTE

This Order extends the application of the Registration of Titles Act to certain parts of the Lagos Mainland not already within the ambit of the Act.

*NOTE:—*The above Legal Notice cancels L.N. 126 of 1964 published in the Supplement to the Federal Republic of Nigeria Official Gazette No 91, Vol. 51 of 12–11–64.

L.N. 127 of 1964

MERCHANT SHIPPING ACT

(1962, No. 30)

The Merchant Shipping (Grain) Rules, 1964

Commencement : 12th November, 1964

In exercise of the powers conferred by subsection 3 of section 253 of the Merchant Shipping Act, 1962, and of all other powers enabling me in that behalf, I hereby make the following Rules.

Citation and application.

1. These Rules may be cited as the Merchant Shipping (Grain) Rules, 1964, and shall apply to :—

(*a*) ships which are loaded with grain within any port in Nigeria and go to sea therefrom ; and

(*b*) ships which, having been loaded with grain outside Nigeria, enter any port in Nigeria so laden.

Precautions.

2. The precautions set out in the Schedule to these Rules are to be treated for the purposes of section 253 of the Act as necessary or reasonable precautions to prevent grain from shifting.

Fitting, appliance or apparatus.

3. Where these Rules require that any particular fitting, appliance or apparatus, or type thereof, shall be fitted or carried in a ship or that any particular provision shall be made, the Government Inspector of Shipping may allow any other fitting, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made in that ship if he is satisfied that such other fitting, appliance or apparatus, or type thereof, or provision is at least as effective as that required by these Rules.

SCHEDULE (Rule 2)

Definitions

1. In this Schedule, unless the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them, that is to say :—

"Bin" means a completely enclosed section of cargo space in the between decks or superstructure of the ship ;

"Grain" includes wheat, maize, oats, rye, barley, rice, pulses and seeds ;

"Heavy grain" means all grain other than oats, light barley, and cotton seed ;

"Light barley" means barley which weighs 51.575 lb. or less per bushel of 1.2837 cu. ft.

Shifting Boards

2. Shifting boards shall be of a minimum thickness of 2 inches of good sound timber, and fitted grain-tight. They shall be supported by uprights.

3. The maximum unsupported span to be allowed for shifting boards of various thicknesses shall be as follows :—

Thickness	*Span*	*Housing at Bulkheads*
2 in. planks ..	Unsupported span not to exceed 8 feet ..	3 ins.
2½ in. planks ..	Unsupported span not to exceed 11 feet ..	3 ins.
3 in. planks ..	Unsupported span not to exceed 13 feet ..	3 ins.

4. Shifting boards shall be securely housed at each bulkhead by means either of permanent angle bars, or of wood cants not less than 6 ins. in width and 3 ins. in thickness and suitably shored.

5. Where 2½ in. or 3 in. shifting boards are used, the boards may be butt-jointed in way of the uprights, and at least 4 ins. of plank shall be supported. Where 2 in. shifting boards are used the joints shall overlap by at least 9 ins. in way of the uprights.

6. Where no permanent arrangements are made for grain-tight filling between the beams, wood filling pieces of the same thickness as the shifting boards shall be fitted grain-tight between the beams, and shall be secured in place by cleats or scabs at both ends and fitted both sides. The cleats or scabs shall be at least 2 in. x 4 in. in size and shall extend the full depth of the filling piece and as much again below, and be securely spiked or bolted to the shifting boards and filling pieces.

Uprights

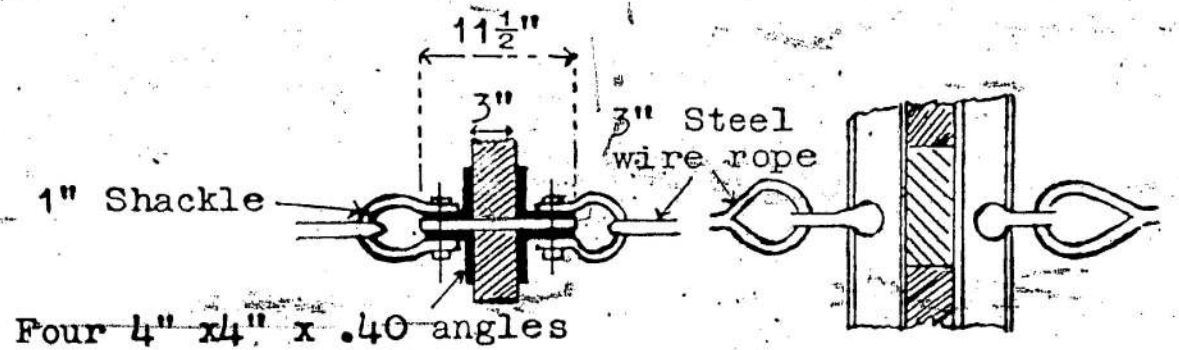
7. Wood uprights shall not be less than 10 in. in width and 2 in. in thickness.

8. Uprights shall be cleated to the tanktop or ceiling where fitted, and when the upright is not securely housed at the top the uppermost supporting shores or stays shall not be more than 18 in. down from the deck or top of the upright.

9. If a tier of closely spaced pillars which serves as a principal support to the deck over in a hold or compartment is utilised for supporting the shifting boards at the middle line and if the pillars are not reeled or staggered, additional support shall be provided by means of hook-bolts and vertical tieplates or uprights secured to the pillars. Such tieplates shall consist of plates not less than 3 in. in width and ½ in. in thickness and shall be through-bolted at intervals of not more than 3 ft.

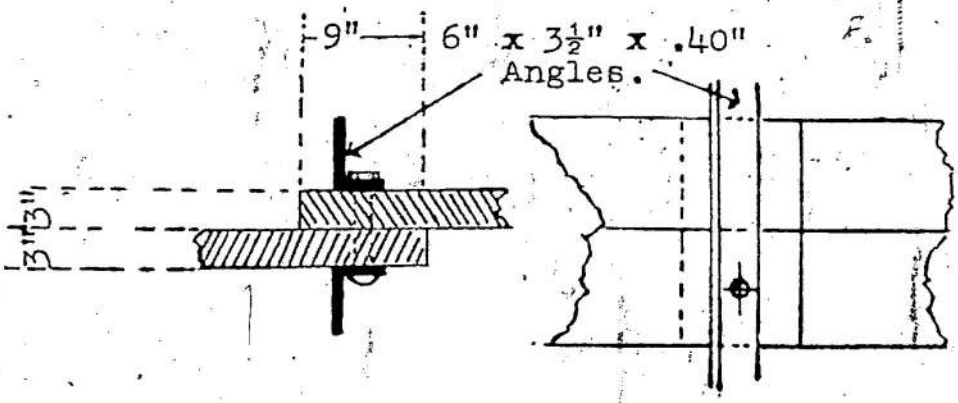
10. The horizontal distances between the centres of uprights shall be as specified in paragraph 3 of this Schedule. Wood uprights used in association with wire stays shall not be less that 11 in. in width and 3 in. in thickness. The construction and dimensions of angle bar uprights used in association with wire stays shall conform to the specification and method set forth in sub-paragraph (*a*) of this paragraph or to one of the following specifications and to the method set forth in sub-paragraph (*b*) thereof :—

(*a*) Each upright shall consist of four angle bars 4 in. x 4 in. x .40 in. and steel plate 11½ in. x .50 in. riveted to form one complete structure allowing 4 in. housings on both forward and after sides. Brackets riveted to head and heel shall be fitted, each to take five ⅞ in. bolts with corresponding lugs or angles on tanktop, tunnel top and hatch webs.



PLAN ELEVATION

(b) Horizontal Dist. between centres of uprights	*Vertical Span supported by each stay*	*Sizes of angle bars*
8 ft. (2″ boards)	8 feet	3″ x 3″ x .38 in.
8 ft. (2″ boards)	11 feet	3½″ x 3½ x .38 in.
8 ft. (2″ boards)	14 feet	4½″ x 3½″ x .44 in.
11 ft. (2½″ boards)	8 feet	3″ x 3″ x .38 in.
11 ft. (2½″ boards)	11 feet	4″ x 3½″ x .40 in.
11 ft. (2½″ boards)	14 feet	6″ x 3½″ x .40 in.
13 ft. (3″ boards)	8 feet	3″ x 3″ x .38 in.
13 ft. (3″ boards)	11 feet	4″ x 3½″ x .42 in.
13 ft. (3″ boards)	14 feet	6″ x 3½″ x .40 in.



OVERLAPS OF HOLD SHIFTING BOARDS

Vertical angle bars shall be connected at head and heel to the tanktop, tunnel top, deck beams, and hatch webs by angle lugs having two ⅞ in. bolts in each angle bar upright and fastenings of equal strength to tanktop, tunnel top, deck beams, and hatch webs. The vertical angle bars shall be bolted together through the shifting boards by ⅞ in. bolts approximately 4 ft. apart.

SHORES AND STAYS

11. Wood uprights shall be supported by steel wire rope stays set up at the ship's side, or by wood shores securely heeled against the permanent structure of the ship. All wood shores shall be of good sound timber in a single piece.

SHORES

12. The vertical spacing of wood shores shall be as follows :—

Except as provided in paragraph 8 of this Schedule the uppermost shore shall not be more than 7 ft. below the top of the upright and succeeding shores shall be spaced not more than 7 ft. apart measured vertically from the uppermost shore downwards, except that a distance of eight feet shall be permitted between the lowest shore and the heel support. Shores may be heeled on the tanktop or ceilings if the heels are secured by cleats or cants and efficiently braced against the permanent structure. Shores shall not be heeled directly against the ship's side plating.

13. Subject to the provisions of paragraphs 14 and 15 of this Schedule the sizes of wood shores shall be as follows :—

Length of Shores in feet	Minimum Sizes Rectangular Section	Minimum Sizes Circular Section
Not exceeding 16	6″×4″	5½″ diam.
Over 16 but not over 20 ..	6″×6″	7″ ,,
Over 20 but not over 24 ..	8″×6″	7½″ ,,
Over 24 but not over 28 ..	8″×6″*	8″ ,,
Over 28 feet	8″×6″*	8½″ ,,

* Securely bridged at approximately mid-length.

Spliced shores shall not be used.

14. Subject to the provisions of paragraph 15 of this Schedule, if the spacings of the uprights or shores are less than those respectively referred to in paragraphs 3 and 12 of this Schedule the sizes of the shores may be reduced in proportion.

15. Where their angle from the horizontal does not exceed 10° the shores fitted shall be of the sizes specified in paragraph 13 of this Schedule. Where, by reason of the construction of the ship, their angle from the horizontal exceeds 10° then the next larger size of shore to that required by its length shall be fitted. In no case shall the angle between any shore and the horizontal exceed 45°.

STAYS

16. One stay on each side of each upright shall be fitted in holds 20 ft. and under in depth and shall be placed at a distance below the deck of approximately one-third from under deck. In holds over 20 ft. in depth two stays on each side of each upright shall be fitted the upper stays being placed at a distance below the deck of approximately one-quarter of the depth of the hold and the lower stays at half the depth of the hold. For the purposes of this paragraph depths shall be measured to top of floors, inner bottom or tunnel top, as the case may be.

17. When stays are used the following provisions shall apply:—

(*a*) The stays shall be of 3 in. circumference flexible steel wire rope and shall be fitted horizontally.

(*b*) The rigging screws shall be 1¼ in. in diameter and shall be fitted in accessible positions.

(*c*) The shackles shall be 1 in.

(*d*) The eye bolts through the wood or angle bar uprights shall be 1¼ in.

(*e*) ⅞ in. screw bolts and nuts shall be provided as may be necessary for securing the wood uprights or steel angle bars.

(*f*) Either eye plates of 1 in. thickness shall be securely riveted to the side stringers or frames or 1 in. shackles passed through the frame.

18. If any shifting boards do not extend to the full depth of the hold the shifting boards and their uprights shall be supported or stayed so as to be as efficient as shifting boards which extend to the full depth of the hold.

CONSTRUCTION OF FEEDERS BINS AND BULKHEADS

19. Feeders, bins and bulkheads shall be of sufficient strength to withstand the pressure due to the head of grain contained therein and shall be grain-tight.

20. Ships having one or more decks with any continuous hold, whether forward or aft, with two hatches to that hold shall have a well-constructed bulkhead extending from side to side of the ship between the two hatches to divide the hold.

21. Wood feeders, wing feeders and bin bulkheads shall be constructed either:

(*a*) of planks which have been worked vertically and which are not less than 2½ in. thickness; when the vertical unsupported span of the planks exceeds 8 ft. the thickness thereof shall be increased proportionately or proportional additional stiffening shall be fitted; or

(*b*) of framing lined with grain-tight boards 2 in. in thickness or two 1 in. layers of shiplap, laid horizontally with broken joints; the framing shall where possible be placed inside the hatch coamings and shall be not less than 4 in. x 6 in. laid on edge spaced not more than 2 ft. apart centre to centre.

The planks at the corners shall be well secured to substantial vertical cants.

22. If the depth of the hatch end beams or coamings exceeds 15 in. below the surface of the deck, feeding holes shall be provided to allow the grain to flow through the coamings into the hold or 'tween decks. When the depth of the coamings below the surface of the deck exceeds 15 in. and does not exceed 18 in. feeding holes 2 in. in diameter shall be provided. When the depth exceeds 18 in. feeding holes of 3½ in. diameter shall be provided. Feeding holes shall be spaced approximately 2 ft. apart.

23. Engine-room and stokehold bulkheads and donkey boiler recesses, where subjected to heat, shall be sheathed with wood and made grain-tight. An air space of at least 6 in. shall be left between the bulkhead and the sheathing and a box trunk ventilator 6 in. x 8 in. in size shall be supported on vertical runners spaced not less than 2 ft. apart centre to centre and shall consist of 2 in. planks or two thicknesses of 1 in. boards laid to break joint.

STOWAGE

Stowage of full holds and compartments

24. Subject to the provisions of Regulation 26, if any hold or compartment is entirely filled with bulk grain it shall be divided either by a longitudinal bulkhead, or shifting boards in line with, or not more than 5 per cent of the moulded breadth of the ship from, the centre line or by longitudinal bulkheads or shifting boards off the centre line of the ship provided that the distance between them shall not exceed 60 per cent of the moulded breadth of the ship and that in the latter case trimming hatches of suitable size shall be provided in the wings at longitudinal intervals of not more than 25 feet with end trimming hatches placed not more than 12 feet from transverse bulkheads. In every case the longitudinal bulkheads or shifting boards shall be properly constructed and fitted grain-tight with proper fillings between the beams. In holds, such longitudinal bulkheads or shifting boards shall extend downwards from the underside of the deck to a distance of at least one-third of the depth of the hold or 8 feet whichever is the greater. In compartments in 'tween decks and superstructures they shall extend from deck to deck. In all cases the longitudinal bulkheads or shifting boards shall extend to the top of the feeders of the hold or compartment in which they are situated.

Provided that in the case of ships loaded with bulk grain other than linseed in which a metacentric height (after correction for the free surface effects of liquids in tanks) is maintained throughout the voyage of not less than 12 inches in the case of one or two deck ships and not less than 14 inches in the case of other ships, longitudinal bulkheads or shifting boards need not be fitted:—

(*a*) below and within 7 feet of a feeder, but only in way of a hatchway, if that feeder contains, or all the feeders collectively feeding a compartment contain not less than 5 per cent of the quantity of grain carried in the compartment which is fed;

(*b*) in feeders which meet the requirements of paragraph (*a*) of this Regulation and which have such dimensions that the free grain surface will remain within the feeders throughout the voyage after allowing for a sinkage of grain amounting to 2 per cent of the volume of the compartment fed and a shift of the free grain surface to an angle of 12 degrees to the horizontal; in this case the possible effects of the above mentioned movement of the free grain surfaces within the feeders shall be taken into account in calculating the metacentric height given above;

(*c*) in way of the hatchway where the bulk grain beneath the hatchway is trimmed in the form of a saucer hard up to the deckhead beyond the hatchway and is topped off with bagged grain or other suitable bagged cargo extending to a height in the centre of the saucer of not less than 6 feet above the top of the bulk grain (measured below the deck line); the bagged grain or other suitable bagged cargo shall fill the hatchway and the saucer below and shall be stowed tightly against the deckhead, the longitudinal bulkheads, the hatchway beams and, the hatchway side and end coamings.

Stowage of partly filled holds and compartments

25. Subject to the provisions of Regulation 26, if any hold or compartment is partly filled with bulk grain :—

(*a*) it shall be divided by a longitudinal bulkhead or shifting boards, in line with, or not more than 5 per cent of the moulded breadth of the ship from, the centre line or by longitudinal bulkheads or shifting boards off the centre line of the ship provided that the distance between them shall not exceed 60 per cent of the moulded breadth of the ship. In every case the longitudinal bulkheads or shifting boards shall be properly constructed and shall extend from the bottom of the hold or deck, as the case may be, to a height of not less than 2 feet above the surface of the bulk grain.

Provided that, except in the case of holds partly filled with linseed in bulk, longitudinal bulkheads or shifting boards need not be fitted in way of the hatchway in the case of ships in which a metacentric height (after correction for the free surface effects of liquids in tanks) is maintained throughout the voyage of not less than 12 inches in the case of one or two deck ships and not less than 14 inches in the case of other ships;

(*b*) the bulk grain shall be levelled and topped off with bagged grain or other suitable cargo tightly stowed and extending to a height of not less than 4 feet above the top of the bulk grain within spaces divided by such a longitudinal bulkhead or shifting boards, and not less than 5 feet within spaces not so divided. The bagged or other suitable cargo shall be supported on suitable platforms laid over the whole surface of the bulk grain; such platforms shall consist of bearers spaced not more than 4 feet apart and 1 inch boards laid thereon spaced more than 4 inches apart or of strong separation cloths with adequate overlapping.

Exceptions to the requirements for longitudinal bulkheads

26. The fitting of longitudinal bulkheads or shifting boards in accordance with the provisions of Regulations 24 and 25 shall not be required :—

(*a*) in a lower hold (which term also includes the lower part of the hold of a single-deck ship) if the bulk grain therein does not exceed one-third of the capacity of the hold, or where such lower hold is divided by a shaft tunnel, one-half the capacity of that lower hold;

(*b*) in any space in a 'tween deck or superstructure provided that the wings are tightly stowed with bagged grain or other suitable cargo to a breadth on each side of not less than 20 per cent of the breadth of the ship in way thereof; and

(*c*) in those parts of spaces where the maximum breadth of the deckhead within the said spaces does not exceed one-half of the moulded breadth of the ship.

Feeders

27. (*a*) (*i*) Any hold or compartment which is entirely filled with bulk grain shall be fed by suitably placed and properly constructed feeders, except as otherwise provided in paragraph (*c*) of Regulation 24 and Regulations 28 and 32 so as to secure a free flow of grain from the feeder to all parts of that hold or compartment.

(ii) Each feeder shall contain not less than 2 per cent of the quantity of grain carried in that part of the hold or compartment that it feeds except as otherwise provided for in paragraph (*a*) of Regulation 24.

(*b*) When bulk grain is carried in deep tanks primarily constructed for the carriage of liquids to which paragraph (*c*) of Regulation 26 applies or that are divided by one or more permanent steel longitudinal divisions fitted grain-tight, feeders to the tanks may be omitted if the tanks and tank hatchways are completely filled and the hatch covers secured.

Common Loading

28. For the purpose of Regulations 24 and 27 of this Chapter lower holds and 'tween deck spaces over them may be loaded as one compartment under the following conditions:—

(*a*) longitudinal bulkheads or shifting boards shall be fitted deck to deck in the 'tween deck of a ship having two decks; in all other cases the longitudinal bulkheads or shifting boards shall be fitted for the upper third of the total depth of the common spaces;

(*b*) in order to secure an adequate flow of grain all spaces shall comply with the requirements of Regulation 29 of this Chapter and openings shall be provided in the wings of the deck immediately below the uppermost deck forward and aft of the ends of the hatchways as necessary to provide in combination with the hatchways a maximum feeding distance of 8 feet measured in a fore and aft line.

Trimming and bagging of end spaces

29. When the distance, measured in a fore and aft line, from any part of a hold or compartment to the nearest feeder exceeds 25 feet the bulk grain in the end spaces beyond 25 feet from the nearest feeder shall be levelled off at a depth of at least 6 feet below the deck, and the end spaces filled with bagged grain built up on a suitable platform as required in paragraph (*b*) of Regulation 25.

Bulk grain in 'tween decks and superstructures

30. Bulk grain shall not be carried above deck, in the 'tween deck of a two deck ship, or in the uppermost 'tween deck of a ship having more than two decks except under the following conditions :—

(*a*) the bulk grain or other cargo shall be stowed so as to ensure maximum stability : in all cases either a metacentric height (after correction for the free surface effects of liquids in tanks) shall be maintained throughout the voyage of not less than 12 inches in the case of one or two deck ships and 14 inches in the case of other ships or, alternatively, the aggregate quantity of bulk grain or other cargo carried above deck, in the 'tween deck spaces of a two deck ship or in the uppermost 'tween deck spaces of a ship having more than two decks shall not exceed 28 per cent by weight of the total cargo below the 'tween deck where the master is satisfied that the ship will have adequate stability throughout the voyage ; the limitation of 28 per cent specified above shall not apply when the grain carried above deck or in the uppermost 'tween deck spaces is oats, barley or cotton seed ;

(*b*) the deck area of any portion of the spaces referred to in this Regulation which contains bulk grain and which is only partly filled shall not exeed 1,000 square feet ; and

(*c*) all spaces referred to in this Regulation in which bulk grain is stowed shall be subdivided by transverse bulkheads at intervals of not more than 100 feet ; when this distance is exceeded the excess space shall be entirely filled with bagged grain or other suitable cargo.

Limitation on number of partly filled holds and compartments

31. Except in the case of ships in which a metacentric height (after correction for the free surface effects of liquids in tanks) is maintained throughout the voyage of not less than 12 inches in the case of one or two deck ships, and not less than 14 inches in the case of other ships, not more than two holds or compartments shall be partly filled with bulk grain, except that other holds or compartments may be partly filled with bulk grain if they are filled up to the deckhead with bagged or other suitable cargo. For the purpose of this Regulation :—

(*a*) superimposed 'tween decks shall be regarded as separate compartments and separate from any lower hold below them ;

(*b*) feeders and the partly filled spaces referred to in paragraph (*b*) of Regulation 30 shall not be regarded as compartments ; and

(*c*) holds or compartments provided with one or more grain-tight longitudinal divisions shall be regarded as one hold or compartment.

Stowage of specially suitable ships

32. (*a*) Notwithstanding anything contained in Regulations 24 to 31, bulk grain may be carried without regard to the requirements specified therein in ships which are constructed with two or more vertical or sloping grain-tight longitudinal divisions suitably disposed to limit the effect of any transverse shift of grain under the following conditions :—

(*i*) as many holds and compartments as possible shall be full and trimmed full ;

(*ii*) for any specified arrangement of stowage the ship will not list to an angle greater than 5 degrees at any stage of the voyage where :—

(1) in holds or compartments which have been trimmed full the grain surface settles 2 per cent by volume from the original surface and shifts to an angle of 12 degrees with that surface under all boundaries of these holds and compartments which have an inclination of less than 30 degrees to the horizontal ; and

(2) in partly filled holds or compartments free grain surfaees settle and shift as in sub-paragraph (*ii*) (1) of this paragraph or to such larger angle as may be deemed necessary by the Government Inspector of Shipping, and grain surfaces if overstowed in accordance with Regulation 25 shift to an angle of 8 degrees with the original levelled surfaces. For the purposes of sub-paragraph (*ii*) of this paragraph shifting boards if fitted will be considered to limit the transverse shift of the surface of the grain ;

(*iii*) the master is provided with a grain loading plan covering the stowage arrangements to be adopted and a stability booklet, both approved by the Government Inspector of Shipping, showing the stability conditions upon which the calculations given in sub-paragraph (*ii*) of this paragraph are based.

(*b*) The Government Inspector of Shipping shall prescribe the precautions to be taken against shifting in all other conditions of loading of ships designed in accordance with paragraph (*a*) of this Regulation which meet the requirements of sub-paragraphs (*ii*) and (*iii*) of that paragraph.

(*c*) The Government Inspector of Shipping, shall prescribe the precautions to be taken against shifting in a ship of any other design which meets the requirements of sub-paragraphs (*ii*) and (*iii*) of paragraph (*a*) of this Regulation.

Water Ballast Tanks

33. Double bottom tanks which are used to meet a stability requirement in ships loading bulk grain shall have adequate watertight longitudinal subdivision except where the width of the tank measured at half length does not exceed 60 per cent of the ship's moulded breadth.

Bagged Grain

34. Bagged grain shall be carried in sound bags which shall be well filled and securely closed.

Grain Loading Plans

35. Ships shall have a grain loading plan drawn up by the Government Inspector of Shipping in accordance with these regulations, or by the Government of any other nation who has acceded to the Safety of Life at Sea Convention, 1960.

Exemptions for certain Voyages

36. The Government Inspector of Shipping, may, if he considers that the sheltered nature and conditions of the voyages are such as to render the application of any of the requirements of Regulations 24 to 35 unreasonable or unnecessary, exempt from those particular requirements individual ships or classes of ships for voyages within Nigerian waters.

MADE at Lagos this 12th day of November, 1964.

R. A. NJOKU,
Federal Minister of Transport

EXPLANATORY NOTE

These rules make provisions for precautions which are considered to be necessary or reasonable to prevent grain shifting when it is being carried in ships in any part of Nigeria.