

L.N. 163 of 1959

MINERAL OILS ORDINANCE (CHAPTER 135)

Mineral Oils (Safety) (Amendment) Regulations, 1959

Commencement : 23rd July, 1959

In exercise of the powers conferred by section 9 of the Mineral Oils Ordinance the Governor-General, after consultation with the Council of Ministers, has made the following regulations—

1. These regulations may be cited as the Mineral Oils (Safety) (Amendment) Regulations, 1959, and shall be of Federal application.

Citation and application.

2. Regulation 20 of the Mineral Oils (Safety) Regulations, 1952, is amended by the revocation of paragraph (2) and the substitution therefor of the following paragraph—

Amendment of regulation 20. Regulations No. 5 of 1952.

"(2) For the purposes of this regulation "serious injury" means:—

- (a) a fractured skull, pelvis, arm, or thigh; or spine, fore-arm or leg;
- (b) a dislocated shoulder;
- (c) the amputation of an arm or hand, or of one finger or more on the same hand, or of a leg or foot;
- (d) the loss of the sight of an eye;
- (e) any other serious bodily injury, including internal haemorrhage, or burns or asphyxia, if such injury is likely to endanger life, cause permanent incapacity or impair efficiency substantially".

MADE at Lagos the 7th day of July, 1959.

MAURICE JENKINS,
Acting Deputy Secretary to the
Council of Ministers

EXPLANATORY NOTE

Regulation 20 of the Mineral Oils (Safety) Regulations, 1952, requires accidents occurring in connection with mineral oil operations to be reported if death or serious injury ensues. That regulation is amended to bring the definition of "serious injury" into line with the definition of that expression contained in section 96 of the Minerals Ordinance (as substituted by the Minerals (Amendment) Ordinance, 1958).

SMO1237/S. 1/23

L.N. 164 of 1959

NIGERIAN NAVY ORDINANCE, 1956
(No. 28 of 1956)

Nigerian Navy (Amendment) Regulations, 1959

Commencement : 23rd July, 1959

In exercise of the powers conferred by section 18 of the Nigerian Navy Ordinance, 1956, the Governor-General has made the following regulations—

Citation and application.

1. These regulations may be cited as the Nigerian Navy (Amendment) Regulations, 1959, and shall be of Federal application.

Amendment of regulation 3, L.N. 90 of 1958.

2. Regulation 3 of the Nigerian Navy Regulations, 1958, is amended by—

(a) the insertion in paragraph (1) at the head of the order of precedence of officers and warrant ranks of the Nigerian Navy of the following—

"Commodore";

(b) the deletion of the proviso to paragraph (2).

MADE at Lagos this 14th day of July, 1959.

A. G. H. GARDNER-BROWN,
Acting Secretary to the Governor-General

EXPLANATORY NOTE

These regulations amend the Nigerian Navy Regulations, 1958, consequent upon the raising of the rank of the Director of Naval Services from Captain to Commodore.

DEF/S/5304/V

NAVIGATION OF INLAND WATERS REGULATIONS, 1959

ARRANGEMENT OF REGULATIONS

1. Citation, commencement and application.
2. Interpretation.
3. Reservation of regulations, etc., under the Ports Ordinance, 1954.
4. Vessels to keep to starboard.
5. Vessels meeting.
6. Vessels meeting at sharp bends.
7. Vessels overtaking.
8. Safe navigation.
9. Power driven small craft.
10. Interference with sea-going vessels, etc.
11. Obstruction of fairway or channel.
12. Navigation lights for power driven vessels.
13. Anchor lights for power driven vessels.
14. Not under command lights.
15. Lights for small craft.
16. Lights for vessel being towed or pushed.
17. Signalling approaching bends.
18. Fog signals.
19. Warnings to canoes.
20. Requirements for floating of logs or casks.
21. Detention and forfeiture of logs and casks found adrift.
22. Manning.
23. Fishing.
24. Discharge of oil.
25. No refuse to be thrown overboard.
26. Discharge of oil and rubbish permitted in certain circumstances.
27. Penalties.
28. Payment of expenses for inspection and repair of damage.
29. Revocation.

L.N. 165 of 1959

SHIPPING AND NAVIGATION ORDINANCE (CHAPTER 206)

Navigation of Inland Waters Regulations, 1959

Commencement : 1st August, 1959

In exercise of the powers conferred by section 45 of the Shipping and Navigation Ordinance, the Governor-General after consultation with the Council of Ministers, has made the following regulations—

Citation,
commence-
ment and
applica-
tion.

1. (1) These regulations may be cited as the Navigation of Inland Waters Regulations, 1959, and shall come into operation on the 1st day of August, 1959.

(2) These regulations shall apply to all inland waters in respect of which the Federal Legislature has power to make laws in connection with shipping and navigation.

Interpreta-
tion.

2. In these regulations—

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

“master” when used in relation to any vessel means the master or other person for the time being in charge of such vessel;

“owner” when used in relation to a vessel includes any part owner, charterer, consignee or mortgagee in possession thereof;

“power driven vessel” means any vessel propelled by machinery.

Reservation
of regula-
tions, etc.
under the
Ports
Ordinance,
1954 No. 27
of 1954.

3. Nothing in these regulations shall interfere with the operation of any regulation, rule, bye-law or order duly made by the Nigerian Ports Authority under the Ports Ordinance, 1954, relative to the navigation in any port or the seaward approaches to any port.

Vessels to
keep to
starboard.

4. Every power driven vessel shall, so far as is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

Vessels
meeting.

5. When two power driven vessels are meeting in a channel or fairway, each shall alter her course to starboard, so that each shall keep to the starboard side of the channel or fairway, and shall indicate her alteration of course by blowing one short blast on her whistle or siren.

Vessels
meeting at
sharp bends.

6. When two power driven vessels are meeting in narrow channels or on or near sharp bends, the vessel proceeding against the stream shall slacken her speed and, if necessary, stop and wait to allow the vessel proceeding with the stream to pass clear.

Vessels
overtaking.

7. When one power driven vessel is overtaking another such vessel going in the same direction, the vessel so overtaking shall pass on the port side of the vessel being overtaken. When the channel is too narrow to permit of such overtaking, the overtaking vessel shall slacken speed until a part of the channel is reached where it is safe and practicable to overtake.

8. (1) Every vessel being navigated in inland waters shall be so navigated, proceeding at a slackened speed if required, as not to cause obstruction, injury or danger to any other vessel under way, at anchor or lying at a wharf or alongside another vessel or tied up to or on a bank or to any wharf, bridge or moorings.

Safe navigation.

(2) The master of any vessel which causes or is in any way involved in any such injury shall as soon as practicable make a factual report of all the attendant circumstances in writing to the officer of the Inland Waterways Department for that area.

9. Notwithstanding anything contained in these regulations power driven small craft shall always keep out of the way of other power driven vessels which are necessarily navigating the deepest channel.

Power driven small craft.

10. Every small craft, launch or other vessel solely employed on inland waters shall keep out of the deepest channel when it is being navigated by sea-going vessels or power driven vessels towing or pushing other vessels.

Interference with sea-going vessels, etc.

11. No small craft, launch or other vessel solely employed on inland waters shall cross a channel or fairway unless it can do so without obstruction.

Obstruction of fairway of channel.

LIGHTS

12. (1) A power driven vessel other than a power driven small craft when under way shall exhibit the white light or lights, port and starboard lights and stern light required by rules 2 (a) and 10 (a) of the collision regulations.

Navigation lights for power driven vessels.

(2) A power driven vessel other than a power driven small craft when towing or pushing other vessels (other than her own boat) shall carry, in addition to the lights required by paragraph (1), a second masthead light not less than six feet above or below the first masthead light as required by rule 3 (a) of the collision regulations.

13. A power driven vessel, other than a power driven small craft when at anchor, shall exhibit the light or lights visible all round, as required by rule 11 of the collision regulations.

Anchor lights.

14. (1) A power driven vessel, other than a power driven small craft going aground shall exhibit the light or lights for a vessel at anchor and also the two red not-under-command lights as required by rule 11 (e) of the collision regulations.

Not under command lights.

(2) A power driven vessel, other than a power driven small craft which from any cause becomes unmanageable when under way shall exhibit the lights required by paragraph (1) of regulation 12 and in addition shall show the two red not-under-command lights required by rule 4 (a) of the collision regulations. When not making way through the water she shall not carry the side lights.

15. Every small craft, except when being towed, shall exhibit a white light visible all round. If the construction of the craft renders a fixture impracticable a lantern showing a white light shall be ready at hand which shall be exhibited to any vessel under way until such vessel is finally past and clear.

Lights for small craft.

16. (1) A power driven vessel, lighter or barge being towed at night shall show the side lights required by rule 5 (a) of the collision regulations:

Lights for vessel being towed or pushed.

Provided that lighters and barges being towed alongside in contact with the towing vessel need not show the side lights provided that the visibility of any of the lights of the towing vessel is not obstructed.

(2) A power driven vessel, lighter or barge being pushed shall show the side lights required under paragraph (1);

Provided that if a number of vessels are being pushed in a group the group of vessels shall be lighted as one vessel.

SIGNALS

Signalling
approach-
ing bends.

17. (1) A power driven vessel other than a power driven small craft proceeding with the stream by day or night shall, on approaching turning points or bends, at short intervals sound one blast of the whistle or siren and shall continue to do so until the point or bend has been passed.

(2) A power driven vessel other than a power driven small craft shall, on hearing the signal referred to in paragraph (1), slow down and, if necessary, stop and anchor, at the same time indicating the action taken by sound signals on her whistle or siren as follows—

(a) if she has slowed down only—three long blasts;

(b) if she has stopped and anchored—four short blasts.

Fog
Signals.

18. (1) In thick or foggy weather a power driven vessel other than a power driven small craft shall at intervals of not more than two minutes sound a prolonged blast on her whistle, siren or fog horn.

(2) A power driven vessel other than a power driven small craft proceeding against the stream shall, on hearing the fog signal referred to in paragraph (1) of a vessel approaching from the opposite direction, proceed dead slow, or stop and anchor if necessary, and shall indicate the action taken in a similar manner to that prescribed in paragraph (2) of regulation 17.

Warnings
to Canoes.

19. Every power driven vessel when approaching any neighbourhood where it is customary for canoes to ply or where it is likely that canoes may be found shall give timely warning of her approach by short blasts on her whistle or siren or if the vessel carries no whistle or siren, by some other suitable method and shall, if necessary, slacken her speed so as to avoid accident or distress to any canoe that may be passed.

Provided that this regulation shall not be construed so as to give to any canoe the right to cause obstruction or interference to any other vessel in a channel or fairway.

FLOATING OF LOGS AND CASKS

Require-
ments for
floating of
logs.

20. No logs of timber or casks of oil shall be floated on any inland waters to which these regulations apply except in accordance with the following provisions—

(a) in the creeks and rivers between Artijere on the west and the Gwato Creek on the east, no raft shall consist of more than ninety-six logs or one hundred and sixty casks or exceed eighteen feet in width;

(b) in other inland waters no raft shall consist of more than one hundred and sixty-four logs or three hundred and sixty casks or exceed twenty-seven feet in width;

(c) a crew of one man for every twenty logs or fraction thereof or for every fifty casks or fraction thereof shall be carried on each raft, and no raft shall have a crew of less than two men; provided that in the case of a raft of logs or casks towed by a power driven vessel, the crew of the towing vessel may be included in the total number of raft crew required by this aragraph.

(d) every raft shall at night exhibit a red light from each end of the raft at a point equidistant from each side of the raft.

21. Any logs of timber or casks of oil, whether forming part of a raft or not, found adrift and not in the charge of a raftsman may be seized by any officer of the Inland Waterways Department or any administrative, police or forestry officer and detained by him for a period of one month from the date of such seizure, after which such log or cask may be forfeited to the Government:

Detention and forfeiture of logs and casks found adrift.

Provided that—

(a) the owner of such log or cask may within the said period of one month redeem the same on payment of a penalty of one pound for each log and ten shillings for each cask, whether such log or cask forms part of a raft or not, and on payment of any expenses incurred by any such officer in removing such raft, log or cask to a place of safety to avoid danger to navigation and to preserve it; and

(b) any such payment shall be in addition to any penalty that may be imposed in respect of a contravention of regulation 20.

MISCELLANEOUS

22. Every vessel shall at all times be sufficiently manned to maintain steerage way and to enable it to be kept under control.

Manning.

23. (1) Any vessel employed on fishing in routes or channels through which power driven vessels are likely to pass shall carry out its operation either by day or night in such a manner as not to obstruct or interfere with the safe navigation of such routes or channels.

Fishing.

(2) No person shall place any fishing or seine nets or fishing stakes in or across any fairway or channel on such routes.

24. Save as provided by regulation 26, no person on board any vessel shall throw or jettison or cause to be thrown overboard or jettisoned any crude oil, fuel oil, heavy diesel oil or lubricating oil or any mixture of any of such oil.

Discharge of oil.

25. Save as provided by regulation 26, no person shall throw overboard or jettison or cause to be thrown overboard or jettisoned from any vessel lying alongside a wharf, pier or jetty any ballast, dirt, ashes, bottles, baskets, rubbish, animal or vegetable matter or anything of like nature.

No refuse to be thrown overboard.

26. Notwithstanding anything contained in regulation 24 or 25, the substances referred to in either of these regulations may be thrown overboard or jettisoned from a vessel if such action is carried out for the purpose of preventing or minimizing any possible damage to the vessel or cargo therein.

Discharge of oil and rubbish permitted in certain circumstances.

27. (1) The owner or master of any vessel in respect of which any of the provisions of regulation 4, 5, 6, 7, 8 (1) 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 22 or 23 (1) is contravened, shall be guilty of an offence and liable to a fine of fifty pounds.

Penalties.

(2) The owner of any log or cask floated in contravention of the provisions of regulation 20 shall be guilty of an offence and liable to a fine of one hundred pounds, and any person in charge of such log or cask shall also be guilty of an offence and liable to a fine of five pounds.

(3) Any person who contravenes the provisions of regulation 23 (2), 24 or 25 shall be guilty of an offence and liable to a fine of fifty pounds.

(4) Any master of a vessel who contravenes the provisions of regulation 8 (2) shall be guilty of an offence and liable to a fine of five pounds.

Payment of expenses for inspection and repair of damage.

Revocation (Vol. IX page 686).

28. Any person convicted of an offence by virtue of a contravention of these regulations shall, in addition to any penalty provided therefor, be liable to pay any expenses incurred in inspection and repair of any damage caused by such contravention.

29. The Navigation of Inland Waters Regulations are hereby revoked.

MADE at Lagos this 14th day of July 1959.

MAURICE JENKINS,
*Acting Deputy Secretary to the
Council of Ministers*

EXPLANATORY NOTE

These regulations, in replacing the Navigation of Inland Waters Regulations, are designed to reduce the number of accidents occurring in the navigation of inland waters by enhancing the requirements to be complied with by vessels using such waters.

T1098

L.N. 166 of 1959

MINERALS ORDINANCE (CHAPTER 134)

Prospecting (Areas and Minerals) Prohibition Declaration, 1959

Commencement : 23rd July, 1959

In exercise of the powers conferred by section 8 of the Minerals Ordinance, the Governor-General, after consultation with the Council of Ministers, has made the following declaration—

Citation.

1. This declaration may be cited as the Prospecting (Areas and Minerals) Prohibition Declaration, 1959.

Amendment of Public Notice 22 of 1946 (Vol. VIII, p. 562).

2. Immediately after paragraph 17 of the Prospecting (Areas and Minerals) Prohibition Declaration, 1946, there shall be inserted the following new paragraphs—

"18. The following area is hereby declared to be closed to prospecting for all minerals—

All that parcel of land known as Mines Reclamation Area No. 20 in Jos Division of Plateau Province containing an area of approximately 10.73 acres, the boundaries of which are described below :—

Starting at a concrete pillar marked PB P7229 (also L.M. of M.L.1928) the Colony Co-ordinates of which are 2,083,977 feet North and 2,332,497 feet East which lies on a bearing of 240° 00' at a distance of 9,431 feet from Trig Point YK1452, the boundaries run in straight lines, the bearings and lengths of which are as follows :—

From	Bearings	Lengths	To
PB P7229	321° 28'	748.9 feet	PB P7230
PB P7230	51° 26'	416.4 feet	PB P7231
PB P7231	141° 26'	911.6 feet	PB P7232
PB P7232	113° 55'	825.4 feet	PB P7273
PB P7273	279° 42'	1,199.0 feet	PB P7229

the starting point.

All bearings and lengths are approximate and all bearings are referred to Colony North.

19. The following area is hereby declared to be closed to prospecting for all minerals :—

All that parcel of land known as Mines Reclamation Area No. 22 in Jos Division of Plateau Province, containing an area of approximately 28.45 acres, the boundaries of which are described below :—

Starting at a concrete pillar marked PB P7261 (also CB1 of ML.845) the Colony Co-ordinates of which are 2,086,224 feet North and 2,331,323 feet East which lies on a bearing of $46^{\circ} 07'$ at a distance of 9,189 feet from Trig Point YK. 451, the boundaries run in straight lines, the bearings and lengths of which are as follows :—

From	Bearings	Lengths	To
PB P7261	$8^{\circ} 53'$	1,614 feet	PB P7262
PB P7262	$144^{\circ} 59'$	867 feet	PB P7263
PB P7263	$188^{\circ} 49'$	1,448 feet	PB P7264
PB P7264	$233^{\circ} 31'$	629 feet	PB P7265
PB P7265	$320^{\circ} 40'$	200 feet	PB P7266
PB P7266	$341^{\circ} 49'$	186 feet	PB P7267
PB P7267	$17^{\circ} 48'$	613 feet	PB P7268
PB P7268	$284^{\circ} 49'$	23 feet	PB P7261

the starting point.

All bearings and lengths are approximate and all bearings are referred to Colony North.

20. The following area is hereby declared to be closed to prospecting for all minerals :—

All that parcel of land known as Mines Reclamation Area No. 23 in Jos Division of Plateau Province containing an area of approximately 134.7 acres, the boundaries of which are described below :—

Starting at a Concrete Pillar marked PB P7178 (also LM. of ML.13510) the Colony Co-ordinates of which are 2,087,572 feet North and 2,322,968 feet East of which lies on a bearing of $75^{\circ} 58'$ at a distance of 7,793 feet from Trig. Point YK.1461, the boundaries run in straight lines, the bearings and lengths of which are as follows :—

From	Bearings	Lengths	To
PB P7178	$17^{\circ} 17'$	387 feet	PB P7179
PB P7179	$18^{\circ} 17'$	392 feet	PB P7180
PB P7180	$18^{\circ} 18'$	255 feet	PB P7181
PB P7181	$89^{\circ} 28'$	855 feet	PB P7182
PB P7182	$89^{\circ} 28'$	735 feet	PB P7183
PB P7183	$89^{\circ} 28'$	167 feet	PB P7184
PB P7184	$14^{\circ} 37'$	289 feet	PB P7185
PB P7185	$14^{\circ} 38'$	516 feet	PB P7186
PB P7186	$107^{\circ} 18'$	226 feet	PB P7187
PB P7187	$37^{\circ} 18'$	876 feet	PB P7188
PB P7188	$129^{\circ} 31'$	66 feet	PB P7189
PB P7189	$129^{\circ} 31'$	835 feet	PB P7190
PB P7190	$137^{\circ} 08'$	969 feet	PB P7191
PB P7191	$287^{\circ} 18'$	690 feet	PB P7192
PB P7192	$201^{\circ} 47'$	567 feet	PB P7193

<i>From</i>	<i>Bearings</i>	<i>Lengths</i>	<i>To</i>
PB P7193	118° 06'	260 feet	PB P7194
PB P7194	223° 13'	1,051 feet	PB P7201
PB P7201	254° 40'	869 feet	PB P7202
PB P7202	254° 05'	664 feet	PB P7203
PB P7203	287° 51'	729 feet	PB P7204
PB P7204	287° 51'	891 feet	PB P7178

the starting point.

All bearings and lengths are approximate and all bearings are referred to Colony North."

MADE in Lagos this 7th day of July, 1959.

MAURICE JENKINS,
Deputy Secretary to the
Council of Ministers

SM00641/Vol. II/239