

L.N. 62 of 1963

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

Merchant Shipping (Fees) Regulations, 1963

*Commencement : See section 1 (2)*

In exercise of the powers conferred by section 427 of the Merchant Shipping Act, 1962 and of all other powers enabling him in that behalf, the Minister of Transport hereby makes the following Regulations—

1.—(1) These Regulations may be cited as the Merchant Shipping (Fees) Regulations, 1963 and shall apply to all ships and shipping and other allied matters as provided for under the Act.

(2) These regulations shall come into force on the dates on which the relevant parts of the Act shall come into force as provided for in subsection (2) of section 1 of the Act.

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

“tons” means gross tons

“endorsement” means the endorsement of a steam certificate to the effect that the holder is qualified to serve in that grade on board a motor vessel, or *vice versa*, or on board a vessel on which he would not otherwise be qualified to serve.

3. There shall be paid for the services mentioned in the first column of the Schedule to these regulations, the fees specified in the second column thereof.

Citation,  
application  
and com-  
mencement.

Inter-  
pretation.

Fees payable  
for shipping  
services.

SCHEDULE

(Reg. 3)

PART I—FEES FOR ENGAGEMENT AND DISCHARGE OF SEAMEN  
SERVICES

	£	s	d
(a) For the engagement or discharge of seamen before a Superintendent, his duly appointed deputy or a proper officer :—			
For each of the first 100 men engaged ..	0	3	6
For each man engaged in excess of 100 but not in excess of 500 .. .. .	0	2	3
For each man engaged in excess of 500 ..	0	1	2
For each of the first 100 men discharged ..	0	3	6
For each man discharged in excess of 100 but not in excess of 500 .. .. .	0	2	3
For each man discharged in excess of 500 ..	0	1	2
(b) For the engagement and discharge of seamen on board ship the fees specified in this paragraph shall be charged in addition to those specified in paragraph (a) of this part of the Schedule and the minimum fee for any visit of a superintendent, his duly appointed deputy or a proper officer to a ship for the purpose of the engagement or discharge of seamen shall be .. .. .	1	10	0
For each of the first 35 men engaged or discharged .. .. .	0	1	8
For each visit of a superintendent, his duly appointed deputy or a proper officer to the ship :—			

	£	s	d
If more than 35 men but not more than 100 men are engaged or discharged .. .. .	3	0	0
For every 50, or fraction of 50 men engaged or discharged in excess of 100 .. .. .	0	17	3
Provided that if any seamen are engaged on board a ship immediately after their discharge on board that ship the additional fee payable by reason of their engagement on board ship shall be half that specified above.			

- (c) For attendance on board, by request, to render a service independent of the number of seamen on board (*e.g.*, to attest the insertion of a new clause in the agreement) .. .. . 1 10 0

(d) Overtime Charges :

For attendance at the Mercantile Marine Office or on board ship (including time spent travelling to and from the ship) outside the usual office hours the following special charges are made in addition to the ordinary fees :

Week-days from 6 a.m. to 8 a.m. per hour ..	2	8	9
Week-days from 2 p.m. to 6 p.m. per hour ..	2	8	9
Week-days from 6 p.m. to 6 a.m. per hour ..	4	17	6
Saturdays from 6 <sup>30</sup> a.m. to 8 <sup>30</sup> a.m. per hour ..	2	8	9
Saturdays from noon to 6 p.m. per hour ..	2	8	9
Sundays or Public Holidays.. .. .	4	17	6

A service occupying less than one hour will be charged for as one hour, but for services exceeding one hour if the period in excess of an exact number of hours is 30 minutes or less such period will be charged at half the above fees. If the period in excess of one hour is more than 30 minutes such excess period will be charged as one hour. Over-time charges will be limited to a maximum of 10 hours in any one case.

## PART II.—FEES FOR EXAMINATION FOR CERTIFICATES OF COMPETENCY

- (a) For examination for a certificate of competency on each occasion on which a candidate presents himself for examination for :—

	£	s	d
Master—foreign-going .. .. .	10	0	0
First Mate—foreign-going .. .. .	6	0	0
Second Mate—foreign-going .. .. .	6	0	0
Master—Home trade .. .. .	6	0	0
Mate—Home trade .. .. .	3	0	0
Tug Master (Foreign-going) .. .. .	6	0	0

If the examination for signalling is taken separately from the main examination, an additional fee of £3-0s-0d shall be payable.

Rivermaster .. .. .	1	0	0
Boatswain .. .. .	0	15	0
Quartermaster .. .. .	0	10	0
Riverman .. .. .	0	8	0
Power Driven Small Craft Operator .. .. .	0	6	0
Able Seaman .. .. .	0	5	0
Lifeboatman .. .. .	0	5	0
Yacht Master (Coastal) .. .. .	6	0	0

£ s d

If the candidate for a certificate of competency as a master or mate is re-examined in the written but not in the oral part of the examination, or vice versa, one half of the specified fee subject to a minimum of £3-0s-0d shall be payable.

- (b) For examination for a certificate of competency on each occasion on which a candidate presents himself for examination for :—

First Class Engineer—

For the full examination .. .. .	10	0	0
For Part A or Part B or a portion of either part ..	5	0	0
For endorsement of a first class certificate ..	5	0	0

Second Class Engineer—

For the full examination .. .. .	6	0	0
For Part A or Part B or a portion of either part ..	3	0	0
For endorsement of a second class certificate ..	3	0	0
Third Class Engineer .. .. .	1	0	0
Marine Engineering Assistant .. .. .	0	15	0
Motorman .. .. .	0	10	0
For endorsement of a third class certificate ..	1	0	0
For endorsement of a Marine Engineering Assistant's Certificate .. .. .	0	10	0
For endorsement of a Motorman's certificate ..	0	5	0

- (c) For examination for a certificate of competency on each occasion on which a candidate presents himself for examination for—

Skipper (Fishing) .. .. .	6	0	0
Mate (Fishing) .. .. .	3	0	0
Coxswain (Fishing) .. .. .	1	0	0
Motorman (Fishing) Grade I .. .. .	1	0	0
Motorman (Fishing) Grade II .. .. .	0	10	0
Endorsement of Motorman (Fishing) Certificate, Grade II .. .. .	0	8	0
Endorsement of Marine Engineering Assistant's Certificate .. .. .	0	10	0

### PART III.—SURVEY FEES

(1) Passenger Ships—

- (a) For a passenger certificate, a general safety certificate, or a passenger certificate combined with a safety certificate—

(i) Ships not exceeding 20 tons .. .. .	8	0	0
(ii) Ships exceeding 20 but not exceeding 50 tons .. .. .	16	0	0
(iii) Ships exceeding 50 but not exceeding 100 tons .. .. .	30	0	0
(iv) Ships exceeding 100 but not exceeding 300 tons .. .. .	45	0	0
(v) Ships exceeding 300 but not exceeding 600 tons .. .. .	56	0	0

	£	s	d
(vi) Ships exceeding 600 tons .. ..	56	0	0
	with an addition of £11-0s-0d for each additional 300 tons or part thereof in excess of 600 tons		
(b) For a passenger certificate, a general safety certificate, or a passenger certificate combined with a safety certificate, being a certificate issued in substitution for an existing certificate of the same kind—			
(i) Changing the limits or giving additional limits within which the ship may ply ..	8	0	0
(ii) decreasing the number of passengers ..	8	0	0
(iii) increasing the number of passengers ..	8	0	0
	for every 200, or fraction of 200 extra passengers		
(iv) Changing the owner of the ship ..	3	15	0
(v) For any other change in the certificate	8	0	0
(c) For a passenger certificate, a general safety certificate, or a passenger certificate combined with a safety certificate, where the ship is required by the radio rules to be provided with a radio installation—			
(i) Ships not exceeding 1,600 tons ..	7	10	0
(ii) Ships exceeding 1,600 tons .. ..	14	15	0
	in addition to the fee prescribed in paragraph (1) (a) of this Part.		
(2) Ships not carrying passengers			
(a) For a safety-equipment certificate or a qualified safety-equipment certificate together with an exemption certificate—			
(i) Ships not exceeding 20 tons ... ..	7	0	0
(ii) Ships exceeding 20 but not exceeding 100 tons ... ..	12	0	0
(iii) Ships exceeding 100 but not exceeding 500 tons ... ..	15	0	0
(iv) Ships exceeding 500 tons ... ..	20	0	0
(b) For a radio certificate, or a qualified radio certificate together with an exemption certificate—			
(i) Ships not exceeding 1,600 tons ...	7	10	0
(ii) Ships exceeding 1,600 tons ... ..	14	15	0
For an exemption certificate only, relating to radio ... ..	3	2	6



(3) Fishing Boats—	£	s	d
Boats under 20 tons gross .. .. .	6	0	0
20 tons but under 50 tons gross .. .. .	10	0	0
50 tons but under 100 tons gross .. .. .	15	0	0
100 tons but under 200 tons gross .. .. .	20	0	0
200 tons but under 300 tons gross .. .. .	25	0	0
300 tons gross and over .. .. .	30	0	0

#### PART III (A)—SURVEY FEES—INLAND WATERS CRAFT

##### (1) Powered Craft

##### (a) For a Passenger Certificate, Safety Certificate or a combined Passenger and Safety Certificate—

Craft under 20 tons .. .. .	8	0	0
20 and under 50 tons .. .. .	10	0	0
50 and under 100 tons .. .. .	14	0	0
100 and under 200 tons .. .. .	20	0	0
200 and under 400 tons .. .. .	25	0	0
400 tons and above .. .. .	30	0	0

##### (b) For the issue of a licence for a Power Driven Small Craft .. .. .

1 0 0

Provided that one-half of this fee only shall be paid in respect of a licence issued after the 30th June in any year.

##### (2) Dumb Craft

For the issue of a licence in respect of dumb craft—

##### Lighters and Barges—

Not exceeding 20 tons loaded displacement	2	10	0
Exceeding 20 but not exceeding 50 tons ..	3	0	0
Exceeding 50 but not exceeding 100 tons ..	3	10	0
Exceeding 100 but not exceeding 150 tons	4	0	0
Exceeding 150 tons .. .. .	5	0	0

#### PART IV—FEES FOR CERTIFICATE OF SURVEY AND TONNAGE MEASUREMENT

##### (a) For survey and measurement under Rule I, and in all other cases where, in consequence of alterations, re-measurement of the ship's under deck tonnage is required—

(i) For ships not exceeding 50 tons .. .. .	8	0	0
(ii) For ships exceeding 50 but not exceeding 100 tons .. .. .	16	0	0
(iii) For each additional 100 tons or fraction thereof above 100 tons .. .. .	2	0	0

For measurement under Rule II, one half of the above fees shall be payable.

##### (b) For the re-measurement of the items specified in this paragraph, the fees specified in this paragraph shall be payable in respect of each item, unless a fee is paid under paragraph (a) of this Part for measurement or re-measurement done at the same time—

- (i) alterations on the upper deck ;
- (ii) alterations in the engine room ;
- (iii) alterations in the spaces referred to in section 367 (3) of the Merchant Shipping Act, 1962 ;
- (iv) alteration in the spaces referred to in section 369 (1) of the Merchant Shipping Act, 1962 ;
- (v) alteration in the spaces referred to in section 370 of the Merchant Shipping Act, 1962

Ships not exceeding 50 tons .. ..	2	0	0
Ships exceeding 50 but not exceeding 100 tons .. ..	3	5	0
For each additional 100 tons, or fraction thereof exceeding 100 tons .. ..	0	10	0
Maximum fee for each item... ..	20	0	0

(c) Measurement for Suez and Panama tonnage—

- (i) For first measurement of a ship when accepted tonnage figures are available—

For a Suez Canal or a Panama Canal certificate two fifths of the appropriate fee in (a).

For a Suez Canal and a Panama Canal certificate, if the measurements are made at the same time. three fifths of the appropriate fee in (a).

- (ii) For first measurement of a ship when the accepted tonnage figures are not available—

For a Suez Canal or a Panama Canal certificate the fee in (a) based on the Canal gross tonnage.

For a Suez Canal and a Panama Canal certificate, if the measurements are made at the same time. the fee in (a) based on Canal gross tonnage plus two fifths.

- (iii) For re-measurement and a further certificate or certificates .. .. . the appropriate fee in (c) (i).

- (iv) For a copy of a certificate.. .. . 1 10 0

(d) When a ship is partly remeasured for Suez and/or Panama tonnage only, following a minor alteration that involves little work for a Surveyor, the Minister will be prepared to consider applications for a refund of part of the fee charged under (c) (i) or (ii).

The fees for measurements for tonnage under (a) (b) and (c) cover any number of separate visits to the ship which the Surveyor may find it necessary to make. They also cover the inspections of crew accommodation and lights and sound signal apparatus if the inspections are made at the same time as the measurement of tonnage.

## PART V.—FEES FOR THE INSPECTION OF SHIPS' MARKINGS

	£	s	d
For the inspection of the markings of a ship under section 310 of the Merchant Shipping Act, 1962 irrespective of the number of visits required by the Surveyor for the inspection .. .. .	3	15	0

## PART VI.—FEES FOR LOAD LINE CERTIFICATES

			<i>Standard Fees</i>		
<i>Tonnage</i>			(1) <i>Issue of Certi- ficate</i>	(2) <i>Renewal of Certi- ficate</i>	(3) <i>Annual Survey</i>
(a) For Classed Ships :—					
			£	£	£
Under 50 tons		..	11	5	5
50 and under	100 tons	..	12	5	5
100 and under	300 tons	..	19	5	5
300 and under	500 tons	..	25	9	9
500 and under	1,000 tons	..	31	11	11
1,000 and under	1,500 tons	..	39	14	14
1,500 and under	2,000 tons	..	44	15	15
2,000 and under	2,500 tons	..	49	17	17
2,500 and under	3,000 tons	..	54	19	19
3,000 and under	4,000 tons	..	57	20	20
4,000 and under	5,000 tons	..	64	20	20
5,000 and under	6,000 tons	..	69	20	20
6,000 and under	7,000 tons	..	74	21	21
7,000 and under	8,000 tons	..	77	21	21
8,000 and under	9,000 tons	..	80	22	22
9,000 and under	10,000 tons	..	82	24	24
10,000 tons and above		..	82	24	24
(b) For Unclassed Ships :—					
Under 50 tons		..	25	25	4
50 and under	100 tons	..	47	47	8
100 and under	300 tons	..	62	62	8
300 and under	500 tons	..	86	86	11
500 and under	1,000 tons	..	116	116	16
1,000 and under	1,500 tons	..	150	150	20
1,500 and under	2,000 tons	..	172	172	24
2,000 and under	2,500 tons	..	196	196	24
2,500 and under	3,000 tons	..	219	219	27
3,000 and under	4,000 tons	..	242	242	31
4,000 and under	5,000 tons	..	266	266	31
5,000 and under	6,000 tons	..	290	290	31
6,000 and under	7,000 tons	..	312	312	31
7,000 and under	8,000 tons	..	336	336	31
8,000 and under	9,000 tons	..	360	360	31

Tonnage	Standard Fees		
	(1) Issue of Certificate	(2) Renewal of Certificate	(3) Annual Survey
(b) For Unclassed Ships— <i>continued</i>	£	£	£
9,000 and under 10,000 tons	384	384	31
10,000 and above	£24 for every additional 1,000 tons	£24 for every additional 1,000 tons	
<hr/>			
		£	s d
(c) For every annual survey of a ship of over 300 tons (classed or unclassified) which is carried through in one operation—			
When only one visit is necessary		the standard fee in (a) or (b)	
When more than one visit is necessary		the standard fee in (a) or (b) plus £8-0s-0d	
(d) For every annual survey of a ship (classed or unclassified) which is not carried through in one operation		the standard fee in (a) or (b) plus the fee below	
For every partial survey of a ship of 300 tons or less	.. .. .	8 0 0	
For a ship of over 300 tons—			
For every partial annual survey requiring one visit	.. .. .	8 0 0	
For every partial annual survey requiring more than one visit	.. .. .	15 0 0	
(e) For the survey of a classed ship for renewal of the load line certificate, when the survey is not carried out at the same time as the Classification Survey.		half the appropriate fee in Col. 1 of (a).	
(f) For the survey for the issue or renewal of a load line certificate if the survey is carried out at the same time as a survey for a passenger certificate—			
a classed ship	.. .. .	no fee	
an unclassified ship	.. .. .	half the fee in Col. 1 or 2 of (b).	
(g) For the annual load line survey if the survey is carried out at the same time as a survey for a passenger certificate (classed or unclassified ship)	..	no fee	
(h) For a survey, not being a full survey, for a change of freeboard consequent upon minor alterations (classed or unclassified ship)	.. .. .	the fee in Col. 2 of (a).	

	£	s	d
(j) In special cases, for a partial survey and the issue or renewal of a certificate for twelve months or less .. .. .			one half of the appropriate fee in Col. 1 of (a) or (b).
(k) For a copy of a certificate of approval of load line .. .. .	1	10	0
(l) For information concerning the draught of water of a ship on her proceeding on a voyage from a Nigerian port, at the request of the owners or charterers .. .. .		4	5 0

When the owners or builders submit a design of a new ship and require a provisional assignment of freeboard, a fee equal to the fee for the issue of a load line certificate must be paid. The fee will cover the subsequent official assignment of freeboard and the issue of a load line certificate.

PART VII—FEES FOR SURVEY OF SHIPS DETAINED BECAUSE  
THEY ARE ALLEGED TO BE UNSEAWORTHY

- (a) For the survey of a ship which is detained (other than upon the complaint of the crew) on account of overloading, improper loading, insufficient ventilation of coal cargoes, undermanning, or defective equipments (such as Chronometers or charts):—
- (i) upon final detention, or
  - (ii) when it appears that a ship provisionally detained was, at the time of detention, unsafe :
 

A ship under 500 tons .. ..	20	0	0
500 and under 750 tons .. ..	24	0	0
750 and under 1,000 tons .. ..	27	0	0
For every additional 500 tons or part thereof.. .. .	4	5	0
- (b) For a ship which is detained as above on account of defective hull or machinery—
- |  |    |   |   |
|--|----|---|---|
| A ship under 500 tons .. ..                          | 24 | 0 | 0 |
| 500 and under 750 tons .. ..                         | 31 | 0 | 0 |
| 750 and under 1,000 tons .. ..                       | 39 | 0 | 0 |
| For every additional 500 tons or part thereof.. .. . | 8  | 0 | 0 |
- For the survey of a ship upon the complaint of the crew :
- (i) if the survey is carried out by a Ministry surveyor .. .. . the fee in (a).
  - (ii) if the survey is carried out by a person appointed for that purpose by the Minister or the Court .. .. . the fee in (b).
- (d) For the survey of a ship which is detained because the appropriate load line is submerged.. .. the fee in (a).

	£	s	d
(e) For the survey of a ship which is detained for being unmarked or improperly marked with load lines, or for failure to deliver up an expired load line certificate :—			
for each visit .. .. .	3	17	6
maximum fee .. .. .	16	0	0

PART VIII—FEES FOR THE INSPECTION OF EXPLOSIVE MAGAZINES  
AND THE STOWAGE OF EXPLOSIVES

(a) For the inspection of an explosives magazine ..	3	17	6
(b) For the issue of a certificate stating that the magazine(s) has/have been constructed in accordance with the United Kingdom Report of the Committee on the Carriage of Dangerous Goods and Explosives in Ships .. .. .	3	17	6
(c) For a certified copy of the certificate .. ..	0	16	8
(d) For the inspection of stowage of explosives ..	3	17	6
(e) For a certificate stating that the stowage is in accordance with the United Kingdom Report of the Committee on the Carriage of Dangerous Goods and Explosives in Ships .. .. .	3	17	6
(f) For a certified copy of the certificate .. ..	0	10	0
(g) For the inspection of compartments for suitability for the stowage of explosives .. .. .	3	17	6
(h) For a certificate stating that the compartment(s) is/are satisfactory for the carriage of explosives ..	3	17	6
(j) For a certified copy of the certificate .. ..	0	16	8

PART IX—FEES FOR CHANGE OF NAME OF A SHIP

For authorising the change of name of a Nigerian ship :

For a ship under 600 tons .. .. .	8	0	0
600 and under 1,600 tons .. .. .	11	0	0
1,600 and under 3,000 tons .. .. .	16	0	0
3,000 and under 5,000 tons .. .. .	20	0	0
5,000 and under 8,000 tons .. .. .	24	0	0
8,000 and under 10,000 tons .. .. .	27	0	0
10,000 tons and above .. .. .	31	0	0

The fee covers the inspection of markings, the change of name on the load line certificate, and on the Suez and Panama certificates and, in the case of ships holding passenger certificates, the issue of fresh declarations and passenger certificates showing the new name and any alterations in the ownership and port of registry. The fee also covers the replacement of safety certificates, safety equipment certificates, safety radio certificates or exemption certificates, by certificates in the new name.

## PART X—FEES IN RESPECT OF REGISTRY, ETC.

	£	s	d
(1) (a) On initial registry, registry anew, and transfer of registry :—			
Ships not exceeding 1,500 tons .. ..	10	10	0
For every 500 tons or part of 500 tons in excess of 1,500 tons .. ..	5	0	0
	up to a maximum of £100.		
(b) On transfer, transmission, registry anew, transfer of registry, mortgage, and transfer of mortgage ;			
According to the gross tonnage represented by the ships or shares of ships transferred, etc. (e.g., the transfer of a 1/64 share in a ship of 6,400 tons is reckoned as the transfer of 100 tons) :—			
Not exceeding 10 tons .. ..	0	3	0
Exceeding 10 but not exceeding 20 tons ..	0	7	0
Exceeding 20 but not exceeding 30 tons ..	0	10	0
Exceeding 30 but not exceeding 40 tons ..	0	13	0
Exceeding 40 but not exceeding 50 tons ..	0	16	0
Exceeding 50 but not exceeding 75 tons ..	0	19	0
Exceeding 75 but not exceeding 100 tons ..	1	2	0
Exceeding 100 but not exceeding 125 tons ..	1	5	0
For every 50 tons or part thereof in excess of 125 but not in excess of 500 tons ..	0	3	0
For every 100 tons or part thereof in excess of 500 tons .. ..	0	3	0
(c) For each inspection of the register book ..	0	3	0
(2) <i>Fishing Boat</i>			
For an initial certificate of registry .. ..	2	0	0
For the renewal of a certificate of registry ..	2	0	0
For the transfer of registry from one place to another .. ..	1	0	0
For each endorsement on a certificate of registry .. ..	0	10	0
(3) <i>Nigerian Licensed Ships</i>			
For issue of original licence—			
For a ship under 50 tons .. ..	1	0	0
50 and under 100 tons .. ..	1	10	0
100 tons and up to 200 tons .. ..	2	0	0
For every 100 tons or part thereof in excess of 200 tons .. ..	0	10	0
For each endorsement on a licence .. ..	0	10	0

## PART XI—FEES IN RESPECT OF INDENTURES OF APPRENTICESHIP

(a) For recording an indenture of an apprenticeship to the sea service .. ..	0	4	0
(b) For each indenture of apprenticeship effected with the Superintendent's assistance ..	0	8	8
(c) For a copy of an apprentice's indenture ..	0	8	8



## PART XII—MISCELLANEOUS

	£	s	d
(1) Fees for Certificates of Service. For a certificate granted in accordance with section 7 (3) of the Merchant Shipping Act, 1962 .. .. .	6	0	0
(2) Fees for a Certificate of Competency issued under the Merchant Shipping (Certificates of Competency as A.B.) Regulations, 1963 ..	0	1	0
(3) Fees for the examination of lifeboatmen for a certificate of efficiency .. .. .	0	5	0
(4) Pre-Sea Grading of Junior Engineers For classifying applicants at pre-sea grading inter- views. .. .. .	0	10	0
(5) Fees for Sight Tests. For the sight test examination of a person serving, or intending to serve, in the sea service ..	0	5	0
For further sight test on appeal .. ..	2	2	0
For further sight test on special appeal .. ..	5	5	0
(6) For the allotment of signal letters .. ..	2	0	0
(7) Fees of Receivers of Wreck. (a) For every report required to be sent by the Receiver to the Secretary of Lloyd's in London .. .. .	1	2	6
(b) For wreck taken into custody by the receiver a percentage of five per cent, upon the value thereof, but the amount payable shall not ex- ceed £50.			
(c) In cases where any services are rendered by a Receiver, in respect of any vessel in distress, not being wreck, or in respect of the cargo or other articles belonging thereto, the follow- ing fees instead of a percentage :— If the vessel with her cargo equals or exceeds in value £1,200, the sum of four pounds for the first, and the sum of two pounds for every subsequent day during which the Receiver is employed on that service, but if the vessel with her cargo is less in value than £1,200 one half of the above mentioned sums. In addition, the expenses incurred by Receivers of Wreck will be payable.			
(8) Fees for the Inspection of Ship's Provisions and Water. (a) For the inspection of ship's provisions and/or water, on the complaint of the crew, under section 93 of the Merchant Shipping Act, 1962 For the first visit to the ship .. .. .	3	0	0
For each subsequent visit in connection with the same complaint .. .. .	1	0	0

(b) For the inspection of ships' provisions and/or water under section 94 of the Merchant Shipping Act, 1962—	£	s	d
For every hour or part thereof in which the inspector is engaged upon inspection .. .. .	2	0	0
(c) For the inspection of ships' provisions and/or water, on the application of the owner, master, agent :—			
For every hour or part thereof in which the inspector is engaged upon inspection .. .. .	2	0	0
(d) For a certificate stating that the provisions inspected are sufficient in quality and quantity for use on board ship .. .. .	1	0	0

## (9) Medical Inspections—

(a) For the medical examination of a seaman on the application of the owner, master or agent, under section 104 of the Merchant Shipping Act, 1962—			
For each examination .. .. .	1	0	0
(b) For the inspection of ships' medical stores, on the application of the owner, master or agent, in order to ascertain if the quantity and quality are up to the standard required by rules made under section 97 of the Merchant Shipping Act, 1962—			
Ships certified to carry not more than 40 persons .. .. .	1	0	0
over 40 but under 100 persons .. .. .	2	0	0
over 100 but not exceeding 250 persons .. .. .	3	0	0
over 250 but not exceeding 500 persons .. .. .	4	0	0
over 500 but not exceeding 750 persons .. .. .	5	0	0
over 750 persons .. .. .	6	0	0

(c) For the inspection of medical stores on board ship, where the inspecting officer has reason to believe that such stores are deficient in quality or quantity as required by rules made under section 97 of the Merchant Shipping Act, 1962 .. .. .	5	0	0
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Provided that if on inspection such medical stores are found to be up to the required standard, no fee shall be charged.

If, however, such stores are deficient and the inspecting officer, after instructing the master to make good such deficiencies, has to visit the ship to ensure that this has been done—

For each visit subsequent to the initial inspection .. .. .	1	0	0
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(10) Fees for Dry Docking Certificate.		£	s	d
(a) Ships holding passenger certificates either issued by, or recognised by, the Minister—				
Ships not exceeding 100 tons .. ..		1	0	0
Exceeding 100 but not exceeding 250 tons		3	0	0
Exceeding 250 but not exceeding 500 tons		5	0	0
Exceeding 500 but not exceeding 1,000 tons .. ..		6	0	0
Exceeding 1,000 but not exceeding 10,000 tons .. ..		8	0	0
Exceeding 10,000 tons .. ..		11	0	0
(b) Other ships .. ..	half the above fee subject to the minimum of £1 plus £1 for each propeller shaft drawn.			
(c) For a copy of a Dry Docking Certificate ..		1	7	6
(11) Fees for Inspection of Radio Installations on board Ship.				
(a) For the inspection of a ship on the application of the owner or master for the purpose of seeing that she is properly provided with a radio installation and radio officers or radio telephone operators (not being an inspection for the purpose of issuing a passenger and safety certificate or a safety certificate or a radio safety certificate) and for the issue of a report .. ..		10	0	0
(b) For the inspection of a ship for such purposes, otherwise than on the application of the owner or master, if the ship is found not to be properly provided with a radio installation and radio officers or radio telephone operators :—				
For each visit to the ship .. ..		8	0	0
Maximum total fee .. ..		30	0	0
(c) For a copy of a report under (a) ..		1	10	0
(12) Fees for Copies of or Extracts from, or Searches for, Documents.				
(a) Ships' Records :				
For a certified copy of the particulars entered by the registrar in the register book on the registry of a ship, together with a certified statement showing the ownership of the ship at that time ..		0	7	6
For a certified copy of any declaration or document, a copy of which is made evidence by the Merchant Shipping Act .. ..		0	7	6

	£	s	d
For a certified copy of, or extract from, a document declared by the Merchant Shipping Act, 1962 to be admissible in evidence each folio of 90 words or part thereof ..	0	2	6
(b) Registers and Records of Seamen and Passengers :			
For reference to the central indexed register of seamen .. .. .	0	3	6
For the inspection of a ship's records :			
For inspection of one record ..	0	3	6
For a search of records .. .. .	0	3	6 per hour.
For a certificate of deposit of any document .. .. .	0	3	6
For a certified extract respecting Birth or Death .. .. .	0	5	0
For any other certified extract or copy of a document, each folio of 90 words or part thereof .. .. .	0	2	6
(c) For the production of Official Logs, Lists, etc., at Police and other Courts :			
One document for one day .. ..	1	10	0
Where there are several documents ; per day .. .. .	1	5	0
	plus 5s for each document.		
(d) Issue and Renewal of Certificates, etc.			
For the issue and renewal of a continuous certificate of discharge (Dis. A) ..	0	5	0
For the entry of voyages in Dis. A : per voyage .. .. .	0	1	0
For a renewal or copy of a certificate of competency as Master ; Mate ; 1st, 2nd, 3rd class Engineer ; Skipper.	Half the appropriate examination fee specified in Part 2 of this Schedule.		
For a renewal or copy of other certificates of competency .. .. .	The appropriate examination fee specified in Part 2 of this Schedule.		
For a renewal or copy of Life-boatman's certificate .. .. .	0	1	0
For a renewal or copy of an A.B. certificate .. .. .	0	1	0
For a renewal or copy of a sight test certificate .. .. .	0	2	6

## NOTES:—

1. The fees for copies of certificates and documents under (a) (b) (c) and (d) are not payable by Commonwealth or Foreign Government Departments or their duly appointed consular representatives when the inspection, etc., is required for official purposes; or to Police or other Local Authorities, except when a prolonged search is entailed, in which case the estimated cost of the labour must be paid.

2. The Agreement and Official Log Book of a ship for one voyage, or in the case of a Running Agreement, for one half-year, are regarded as constituting one record.

3. Certificates of Competency or Indentures lost by shipwreck or fire at sea, will be replaced free of charge.

## PART XIII—SURVEYORS' EXPENSES AND SPECIAL FEES

## (a) Surveyors' Expenses—

Except where otherwise stated, and apart from the overtime fees referred to in sub-paragraph (c), no separate charge is made for Surveyors' expenses in Nigeria, unless the Surveyor is called upon for special duties outside his normal district, or if a Surveyor is called to a survey or inspection by the owner, and is prepared to carry it out but is prevented from doing so by circumstances which it was within the control of the owner, his servants or agents to prevent, the Surveyor's expenses must be paid.

## (b) Surveys Abroad—

When a survey is made outside of Nigeria—and this will only be done with the special consent of the Minister—a special fee of £25-0s-0d will be paid for every 24 hours or part thereof during which the Surveyor is absent from Nigeria. This special fee will be charged in addition to the Surveyor's travelling and subsistence expenses.

All such fees and a deposit to cover the additional charges must be paid in advance and an undertaking must be given for the payment of any balance of fees and expenses connected with the service.

## (c) Overtime Charges—Surveyors and Inspectors—

Whenever Surveyors are called upon to perform services out of normal office hours, application should be made by the owners or their agents to the appropriate Surveyor, the application including an undertaking to pay the overtime charges as follows—

On week days :

from 6 a.m. to 8 a.m. and 4 p.m. to 6 p.m.	..	£2 per hour
before 6 a.m. and after 6 p.m.	.. ..	£4 per hour

On Saturdays :

before 8 a.m.	.. ..	as above
noon to 4 p.m.	.. ..	£2 per hour
after 4 p.m.	.. ..	£4 per hour

On Sundays and Public Holidays :

at any time	.. ..	£7 per hour
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A service occupying less than one hour will be charged for as one hour. For services exceeding one hour, a quarter of the fee will be charged for each quarter of an hour or part thereof in excess of one hour, but for a service exceeding ten hours in any one case the charge will be limited to that for ten hours. These charges cover all the services of all the Surveyors engaged on the survey.

For inspections in connection with the illumination of lifeboats and for tests of lifeboat searchlights, one half of the above fees will be charged.

If due to unforeseen circumstances the duty cannot be commenced at the hour stated on the application or cannot be completed without interruption, the time during which the Surveyors are kept waiting will be charged at half the usual overtime rates.

Time occupied in travelling will not be reckoned as overtime.

If, due to unforeseen circumstances Surveyors are unable to commence the service at the time stated in the application they will inform the owner or his agent as to the time it will be convenient to start.

Provided that if the usual clear notice is given of a survey or inspection, and the surveyors cannot attend to it during normal office hours owing to other official commitments, no overtime will be charged.

#### PART XIV—FEES FOR SURVEY OF SHIPS' BOILERS

<i>Service</i>	<i>Fees</i>		
	£	s	d
(a) For the survey of boilers intended for use on board ship :			
(i) For one new double-ended cylindrical boiler, per foot, or part of a foot, of the total width of the furnaces .. .. .	2	0	0
Minimum fee .. .. .	16	0	0
(ii) For one single-ended cylindrical boiler, or one water tube boiler, per foot, or part of a foot, of the total width of the furnaces ..	3	0	0
Minimum fee .. .. .	15	0	0
(iii) For every additional boiler ordered at the same time to the same design by the same makers .. .. .	three-quarters of the fee in (i) or (ii).		

These fees cover the inspection of the drawings and the survey of the boilers up to and including the hydraulic test.

#### PART XV—FEES FOR TESTING, INSPECTING AND EXAMINING PLANS OF SIDESCUTTLES, FIRE-RESISTING DOORS, SHIPS' SIDE AND OTHER HULL FITTINGS

<i>Service</i>	<i>Fees</i>		
	£	s	d
(a) For the examination of designs of fittings intended for use in connection with the subdivision or structure of a ship .. .. .	16	0	0
	plus £5-15s-0d if a certificate is required.		

(b) For the survey of fittings intended for ships not under survey for a passenger certificate or a load line certificate; for each 15 completed fittings, or part of 15 .. .. .	£ s d
(This fee covers the testing of the materials)	8 0 0
	plus £5-15s-0d if a certificate is required.
(c) For examining and witnessing tests of "A" class fire-resisting Divisions and "B" class fire-retarding Divisions—each .. .. .	10 0 0
	plus £5-15s-0d if a certificate is required.
(d) For an additional copy of a certificate under (b) or (c) .. .. .	1 7 6

#### PART XVI—FEES FOR EXAMINATION OF PLANS SUBMITTED BY FOREIGN FIRMS FOR SHIPS BUILT ABROAD

The Ministry will, in special cases, undertake the inspection of plans of hulls, machinery, life-saving appliances, etc., under construction abroad, to see whether the design and particulars conform to Nigerian requirements. The fee will be determined by the amount of work entailed.

#### PART XVII—FEES FOR TESTING AND INSPECTING LIFE-SAVING APPLIANCES

(a) For inspection during construction, for the certification or re-certification of boats and buoyant apparatus and for the issue of a report of inspection	£ s d
Boat, 20 feet length and under .. .. .	2 0 0
Boat, over 20 feet length certified to carry not more than 60 persons .. .. .	3 17 6
Boat, certified to carry more than 60 persons, but not more than 85 persons .. .. .	5 15 0
Boat, certified to carry more than 85 persons .. .. .	8 0 0
Motor boat certified to carry up to 60 persons .. .. .	10 0 0
Motor boat certified to carry more than 60 persons, but not more than 85 .. .. .	11 0 0
Motor boat certified to carry more than 85 persons, but not more than 99 persons .. .. .	16 0 0
Motor boat certified to carry more than 99 persons .. .. .	20 0 0
Engine set for a motor boat .. .. .	8 0 0
Buoyant apparatus, per unit .. .. .	0 8 4
Minimum fee (to be charged when a visit is made to inspect buoyant apparatus only and then only if less than 5 units are inspected) .. .. .	1 17 6
(Note: if lifeboats and buoyant apparatus are inspected at the same visit the minimum fee will not apply)	



Hand propelling gear fitted to new or existing boats :	£	s	d
for the first two sets, each set .. .. .	3	17	6
for each additional set for the same ship or inspected at the same works .. .. .	2	0	0
(b) For the inspection and stamping of life jackets at the maker's works, for each dozen life jackets minimum fee (to be charged if the number of life jackets dealt with at a single visit does not exceed nine dozen) .. .. .	1	17	6

#### PART XVIII.—FEES FOR TESTING AND INSPECTING FIRE APPLIANCES

Fire extinguishers, fire detecting apparatus, smoke helmets and breathing appliances, fire pumping units, spray nozzles, cinema projectors and similar appliances :—

Inspections and witnessing tests, or where re-submitted after alteration, for each visit.. ..	16	0	0
For each subsequent visit .. .. .	11	10	0
	plus £5-15s-0d if a certificate is required.		

#### PART XIX.—FEES FOR TESTING AND INSPECTING LIGHTS AND SOUND SIGNAL APPARATUS

For the issue, to the maker, of a certificate in respect of any type of navigation lantern, lens, etc.

(a) Lenses	£	s	d
(i) Test of any one type of lens (4 samples) ..	94	0	0
(ii) Test of side and masthead lenses (4 samples of each) if submitted at the same time .. .. .	150	0	0
(b) Lanterns			
(i) Test of any one type of navigation lantern (2 samples) .. .. .	87	0	0
(ii) Test of side and masthead lanterns (2 samples of each) if submitted at the same time .. .. .	150	0	0
(iii) Test of side, masthead and not-under-command lanterns (2 samples of each) if submitted at the same time .. .. .	212	0	0
(iv) Issue of certificate of test for any one pattern of navigation lantern, to be paid in addition .. .. .	1	15	0
<i>Note</i> : The fee for testing a lantern does not include the testing of the lens fitted in the lantern.			
(c) Additional burners			
(i) Test of each additional type of burner (2 samples) when submitted at the same time as the lantern with which it is to be used ..	47	0	0

(ii) Test of each additional type of burner (2 samples) when submitted after the type of lantern with which it is to be used has been tested .. .. .		£	s	d
		77	0	0
(iii) Issue of certificate of test for each additional type of burner, to be paid in addition ..		1	15	0
(d) Daylight signalling lamps				
(i) Test of any one type of electric signalling lamp (2 samples) including tests on batteries		125	0	0
(ii) Issue of certificate of approval for any one type of electric signalling lamp, to be paid in addition .. .. .		1	15	0
<p><i>Note :</i> The fees quoted have been assessed on the basis that the test will be reasonably straightforward. A supplementary fee may be charged where a considerable amount of extra work is involved.</p>				
(e) Lanterns for Export				
For the inspection of oil or electric lanterns intended for export, or for use on foreign ships being built in Nigeria the issue of a certificate of inspection for each lantern .. .. .		0	12	6
Minimum fee, for each visit .. .. .		3	15	0
(f) Sound Signalling Apparatus : Test of Whistle, Foghorn, Gong or Bell if manually operated for each visit .. .. .				
		8	0	0
		plus £5-15s-0d for certificate.		

## PART XX.—FEES FOR EXAMINATION OF PLANS

For the examination of the design of a fire-detecting system or plans of a froth or carbon dioxide installation for fire extinguishing .. .. .		16	0	0
		plus £5-15s-0d if a certificate is required.		

## PART XXI.—FEES FOR EXAMINATION OF PLANS SUBMITTED BY FOREIGN FIRMS FOR SHIPS BUILT ABROAD

In special cases the Ministry inspects plans of life-saving appliances and fire appliances of cargo ships under construction abroad to see if the design and particulars conform to Nigerian requirements. The fee will be calculated according to the amount of work entailed.

## PART XXII.—EXEMPTION TO A SHIP FOR UNQUALIFIED OFFICERS

		£	s	d
For interviewing a candidate for dispensation as Deck or Engineer Officer .. .. .		1	0	0

## PART XXIII—EXEMPTION

Exemption of vessel from compliance of Regulations, or Exemption of Survey :

	£	s	d
Vessels up to 20 tons .. .. .	1	0	0
Vessels more than 20 tons but less than 100 tons	2	10	0
Vessels over 100 tons .. .. .	5	0	0

## PART XXIV—FEES FOR INSPECTION OF CREW ACCOMMODATION

- (a) For the inspection of crew accommodation :
- |                                    |    |    |   |
|------------------------------------|----|----|---|
| For each visit to the ship .. .. . | 3  | 15 | 0 |
| Maximum Fee .. .. .                | 15 | 0  | 0 |
- (b) For the inspection of crew accommodation at the same time as a survey for tonnage measurement, or a survey for seaworthiness prior to re-registry, or in consequence of an unjustified complaint by a member of a crew .. .. . No fee

## PART XXV—FOR EXAMINATION

A Radar Maintenance Certificate .. .. .	2	0	0
A Radar Observer Certificate .. .. .	0	10	0

MADE at Lagos this 20th day of June, 1963.

R. A. NJOKU,  
*Minister of Transport*

## EXPLANATORY NOTE

These regulations provide for fees payable for various services rendered under the Merchant Shipping Act, 1962.

MERCHANT SHIPPING ACT, 1962  
Merchant Shipping (Fire Appliances) Rules, 1963

ARRANGEMENT OF RULES

1. Citation and application.
2. Interpretation.
3. Revocation.
4. Classification of ships.

PART I—PASSENGER SHIPS

5. (1) Class I ships : Fire patrols, etc.  
 (2) Class I ships : Fire detection  
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 (9) Class I ships : Fire pumps  
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 (11) Class I ships : Firemen's outfits  
 (12) Class I ships : Portable drilling machine.
6. Class II ships.
7. (1) Class III ships : Passenger and crew spaces  
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 (3) Class III ships : Machinery spaces  
 (4) Class III ships : Motor ships  
 (5) Class III ships : Water pipes and hydrants  
 (6) Class III ships : Fire pumps.
8. (1) Class IV ships : Ships 150 tons and over  
 (2) Class IV ships : Ships under 150 tons.

PART II—NON-PASSENGER SHIPS

9. (1) Class V ships : Cargo spaces  
 (2) Class V ships : Hoses and pumps  
 (3) Class V ships : Portable fire extinguishers  
 (4) Class V ships : Firemen's outfits  
 (5) Class V ships : Portable drilling machines  
 (6) Class V ships : Machinery spaces—oil-fired boilers  
 (7) Class V ships : Engine rooms—motor ships.
10. (1) Class VI ships : Application of Rule 9  
 (2) Class VI ships : Ships 500 tons or over but under 1,000 tons  
 (3) Class VI ships : Ships 150 tons or over but under 500 tons  
 (4) Class VI ships : Ships under 150 tons  
 (5) Class VI ships : Exemption.

11. (1) Class VII ships : Application of Rule 10  
(2) Class VII ships : Exemption.
12. (1) Class VIII ships : Ships 150 tons and over  
(2) Class VIII ships : Ships under 150 tons  
(3) Class VIII ships : Exemption.

#### PART III—MISCELLANEOUS

13. Power pumps.
14. Water pipes and hydrants.
15. Fire hoses, nozzles, etc.
16. Fire buckets.
17. Fire extinguishers.
18. Smothering gas or steam installations.
19. Stopping of fans and closing of openings.
20. Safety lamps.
21. Stowage of fire appliances.
22. Equivalents and exemptions.

FIRST SCHEDULE—Froth fire extinguishing installations.

SECOND SCHEDULE—Non-portable froth fire extinguishers.

THIRD SCHEDULE—Carbon dioxide fire extinguishers.

FOURTH SCHEDULE—Carbon tetrachloride fire extinguishers.

FIFTH SCHEDULE—Portable fire extinguishers (other than carbon dioxide and carbon tetrachloride extinguishers).

SIXTH SCHEDULE—Breathing apparatus, smoke helmets and smoke masks.

L.N. 63 of 1963

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

Merchant Shipping (Fire Appliances) Rules, 1963

*Commencement : 20th June, 1963*

In exercise of the powers conferred by section 153 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—

Citation and application.

1.—(1) These Rules may be cited as the Merchant Shipping (Fire Appliances) Rules, 1963.

(2) These Rules shall apply to—

(a) Nigerian ships ;

(b) Other ships while they are within Nigerian waters ;

(3) These Rules shall not apply to—

(a) A ship, by reason of her being in any port in Nigeria if she would not have been in any such port but for stress of weather or any other circumstances that neither the master nor the owner nor the charterer (if any) of the ship could have prevented or otherwise forestalled ;

(b) Pleasure yachts which are not passenger ships and do not exceed 15 tons burden ;

(c) Ships in respect of which there is in force an accepted safety convention certificate as defined in section 180 of the Act.

Interpretation.

2. In these Rules, unless the context otherwise requires, the following expressions shall have the meaning respectively assigned to them, that is to say—

“Act” means the Merchant Shipping Act, 1962.

“Crew space” includes sleeping rooms, mess rooms, sanitary accommodation, hospital accommodation, store rooms and catering accommodation provided for the use of seamen and apprentices, not being accommodation which is also used by or provided for the use of passengers ;

“Length” in relation to a registered ship means registered length ;

“Passenger ship” means a ship carrying more than twelve passengers ;

“Passenger space” means space provided for the use of passengers ;

“Portable fire extinguisher” in relation to a carbon dioxide fire extinguisher means a fire extinguisher with a capacity of not more than 15 lbs. of carbon dioxide, and in relation to any other fire extinguisher means a fire extinguisher with a capacity of not more than 3 gallons of fluid ;

“Tanker” means a cargo ship constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable nature ;

“The Minister” has the same meaning as defined in section 2 of the Act ;

“Tons” means gross tons.

Revocation.

3. Part III of the Survey of Vessels (Sea-going) Regulations, 1959, is revoked.

Classification of ships.

4. For the purposes of these rules, the ships to which they apply shall be arranged into the same Classes as are specified in the Merchant Shipping (Life-Saving Appliances) Rules, 1963.

## PART I—PASSENGER SHIPS

## 5. Ships of Class I

Class I  
ships. Fire  
patrols, etc.

(1) In every ship of this Class an efficient patrol system shall be maintained so that any outbreak of fire may be promptly detected. Manual fire alarms shall be fitted throughout the passenger and crew spaces which will enable the fire patrol to give an alarm immediately to the bridge or fire control station.

(2) In every such ship, a fire alarm or fire detection system shall be provided which will be capable of indicating, at one or more points in the ship so as to come rapidly to the notice of the master and crew, the presence and position of fire in any part of the ship which is accessible to the fire patrol.

Fire  
detection.

(3) The Government Inspector of Shipping may exempt, any ship from the requirements of paragraph (2) of this Rule if he is satisfied that to require compliance therewith would be unreasonable on account of the short duration of the voyages on which the ship is engaged.

Exemption.

(4) Every such ship shall be provided with appliances whereby at least two powerful jets of water can be rapidly and simultaneously directed upon any part of the passenger spaces and crew spaces when all watertight doors and all doors in the bulkheads are closed. In addition, on each deck in each of these spaces there shall be provided at least two portable fluid fire extinguishers. When passengers are carried in enclosed spaces above the bulkhead deck there shall be at least one such extinguisher on each side of the ship in such spaces.

Passenger  
and crew  
spaces.

(5) (a) Every such ship shall be provided with appliances whereby at least two powerful jets of water can be rapidly and simultaneously directed into any cargo space or store room.

Cargo and  
store spaces.

(b) Every such ship 1,000 tons or over shall be provided with appliances whereby fire-smothering gas can be rapidly conveyed by a permanent piping system into any compartment appropriated for the carriage of cargo. The volume of free gas shall be at least equal to 30 per cent of the gross volume of the largest hold in the ship which is capable of being effectively closed. Provided that steam may be substituted for fire-smothering gas in any ship in which there are available boilers capable of evaporating 1 lb. of steam per hour for each 12 cubic feet of the gross volume of the largest hold in the ship.

Smothering  
gas.

(c) The Government Inspector of Shipping may exempt any ship from the requirements of sub-paragraph (b) of this rule if he is satisfied that to require compliance therewith would be unreasonable on account of the short duration of the voyages on which the ship is engaged.

Exemption.

(6) Every such ship shall be provided with appliances whereby at least two powerful jets of water can be rapidly and simultaneously directed into any part of the coal bunker spaces, if any, and the machinery spaces.

Machinery  
spaces—  
general.

(7) (a) Every such ship fitted with main or auxiliary oil-fired boilers shall be provided in the machinery spaces with—

Oil fired  
boilers.

(i) at least two fire hydrants, one on each side, and

(ii) for each such hydrant, a fire hose with a nozzle suitable for spraying water on oil.



(ii) for each such hydrant, a five hose with a nozzle suitable for spraying water on oil.

Sand to be provided.

(b) In each firing space of every such ship fitted with oil-fired boilers a receptacle shall be provided which shall contain at least 10 cubic feet of sand, or other dry material suitable for quenching oil fires. Scoops shall be provided for distributing the contents of the receptacle.

Portable extinguishers.

(c) In each firing space in every such ship and in each compartment which contains the whole or part of the oil fuel installation, at least two portable fire extinguishers shall be provided which shall be capable of discharging froth or other substance suitable for quenching oil fires.

Froth installation. First Schedule.

(d) A froth installation, complying with the requirements specified in the First Schedule to these Rules, shall be provided in every such ship whereby froth can be rapidly discharged and distributed over each boiler room, and over any space which contains the whole or part of the oil fuel installation. The froth available for discharge shall be sufficient in quantity to cover to a depth of 6 inches the largest single area over which oil fuel may spread in the event of leakage. If the engine room and boiler room are not separated from each other by a bulkhead and fuel oil may drain from one to the other, then they shall, for the purpose of this sub-paragraph, be regarded as a single area.

Accessibility. Exemption.

(e) The aforesaid appliances shall be capable of being controlled from an easily accessible position which is not likely to be cut off in the event of fire. The Government Inspector of Shipping may exempt any ship from the requirements of sub-paragraph (d) if he is satisfied that the boiler room and spaces containing the oil fuel installation are adequately protected by a permanent piping system for the discharge of smothering-gas, or water at high pressure.

(f) One froth fire extinguisher of at least 30 gallons capacity shall be provided in every such ship with one boiler room, and two such extinguishers shall be provided in every such ship with more than one boiler room. Every such extinguisher shall be provided with a reel of hose capable of reaching every part of the boiler room and of any space which contains the whole or part of the fuel oil installation. A carbon dioxide extinguisher of at least 100 lb. capacity may be provided in lieu of such froth fire extinguisher.

Motor ships.

(8) Every such ship propelled by internal combustion engines shall be provided in the compartment containing that machinery with at least—

(a) two fire hydrants, one on each side;

(b) for each such hydrant, a fire hose with a nozzle suitable for spraying water on an oil fire;

(c) one froth fire extinguisher of at least 30 gallons capacity or a carbon dioxide extinguisher of at least 100 lb. capacity, so however that in any ship in which fire extinguishers are provided in a boiler room in accordance with sub-paragraph (f) of paragraph (7) of this Rule, the extinguisher shall not be required to exceed 10 gallons or 35 lb.; and

(d) one portable froth fire extinguisher for each 1,000 B.H.P. of the said machinery or fraction thereof, but in no event less than two such extinguishers; Provided that no more than six such extinguishers shall be required in any one compartment.

Fire pumps.

(9) (a) Every such ship of 4,000 tons or over shall be provided with at least three fire pumps operated by power, and every such ship of under 4,000 tons with at least two such fire pumps.

(b) In every such ship fitted with main or auxiliary oil-fired boilers or internal combustion propelling machinery the arrangements of sea connections, pumps and the sources of power for operating them shall be such as will ensure that a fire in any one compartment will not put all the fire pumps out of action.

(10) Every such ship shall be provided with water pipes and hydrants. The diameter of the water pipes shall be sufficient to enable an adequate supply of water to be provided for the simultaneous operation of at least two fire hoses and for the projection thereby of two powerful jets of water. The number and position of the hydrants shall be such that at least two such jets may be directed into any part of the ship by means of two fire hoses each not exceeding 60 feet in length, each jet being supplied from a separate hydrant. At least one fire hose shall be provided for each hydrant.

Water pipes,  
hydrants, etc.

(11) Every such ship shall be provided with at least two firemen's outfits each consisting of—

Firemen's  
Outfits.

(a) a safety lamp ;

(b) a fireman's axe ;

(c) a breathing apparatus or smoke helmet or a smoke mask complying with the requirements respectively specified in the Sixth Schedule to these Rules ;  
the outfits shall be kept in widely separated places.

Sixth Schedule.

(12) Every such ship shall be provided with a portable drilling machine to provide emergency means of access to fires through decks, casings or bulkheads.

Portable  
Drilling  
Machine.

## 6. Ships of Class II

Class II  
ships.

Rule 5 of these Rules shall apply to ships of Class II as they apply to ships of Class I.

## 7. Ships of Class III

Class III  
ships.

(1) Every ship of Class III shall be provided with appliances whereby a powerful jet of water can be rapidly directed upon any part of the passenger and crew spaces and with at least one portable fluid fire extinguisher in each of the passenger spaces above the upper deck and with at least two extinguishers in each of the crew spaces and of the passenger spaces below that deck.

Passenger  
and crew  
spaces.

(2) Every such ship shall be provided with appliances whereby a powerful jet of water can be rapidly directed into any cargo or store space.

Cargo and  
store spaces.

(3) (a) Every such ship shall be provided with appliances whereby a powerful jet of water can be directed into any part of the coal bunker spaces, boiler rooms and engine rooms.

Machinery  
spaces.

(b) Every such ship fitted with oil-fired boilers or internal combustion propelling machinery shall be provided in the machinery spaces with at least one fire hydrant and fire hose with a nozzle suitable for spraying water on oil.

(c) Every such ship fitted with main or auxiliary oil-fired boilers shall be provided in each firing space with a receptacle which shall contain an adequate quantity of sand, or other dry material suitable for quenching oil fires. Scoops shall be provided for distributing the contents of the receptacle.

Sand to be  
provided.

Portable  
extinguishers.

(d) Two portable fire extinguishers, capable of discharging froth or other substance suitable for quenching oil fires, shall be provided in the boiler room of every such ship and in each machinery space therein which contains a part of the oil fuel installation.

(e) A froth installation, complying with the requirements specified in the First Schedule to these Rules, shall be provided in every such ship whereby froth can be rapidly discharged and distributed over each boiler room, and over any space which contains the whole or part of the fuel oil installation. The froth available for discharge shall be sufficient in quantity to cover to a depth of 6 inches the largest single area over which oil fuel may spread in the event of leakage. If the engine room and boiler room are not separated from each other by a bulkhead and fuel oil may drain from one to the other, they shall, for the purposes of this sub-paragraph, be regarded as one area.

(f) The aforesaid appliances shall be capable of being controlled from an easily accessible position which is not likely to be cut off in the event of fire.

(g) The Government Inspector of Shipping may exempt any ship from the requirements of this rule if he is satisfied that the boiler room and the spaces containing the oil fuel installation are adequately protected by a permanent piping system for the discharge of smothering-gas or water at high pressure.

(h) Two froth fire extinguishers of at least 10 gallons capacity shall be provided in the machinery spaces of every such ship. Every such extinguisher shall be provided with a fire hose capable of reaching every part of the boiler room and of any space which contains the whole or part of the oil fuel installation. A carbon dioxide extinguisher of at least 35 lb. capacity may be provided in lieu of a froth extinguisher of 10 gallons capacity.

Motor ships.

(4) Every such ship propelled by internal combustion engines shall be provided in each machinery compartment with at least :—

(a) one froth fire extinguisher of at least 10 gallons capacity or one carbon dioxide extinguisher of at least 35 lb. capacity ; and

(b) one portable froth fire extinguisher for each 1,000 B.H.P. or fraction thereof of the said machinery, but in no event less than two such extinguishers ; provided that not more than six such extinguishers shall be required in any ship.

Water pipes  
and hydrants.

(5) Every such ship shall be provided with water pipes and hydrants. The diameter of the water service pipes shall be sufficient to enable an adequate supply of water to be provided for the operation of at least one fire hose and the projection thereby of a powerful jet of water. The number and position of the fire hydrants shall be such that at least one such jet may be directed into any part of the ship by means of a fire hose not exceeding 60 feet in length. At least one fire hose shall be provided for each hydrant.

Fire pumps.

(6) Every such ship shall be provided with at least one fire pump operated by power.

(a) Every such ship fitted with oil-fired main or auxiliary boilers or internal combustion propelling machinery shall be provided with an additional fire pump, which shall not be required to be operated by power and shall be permanently connected to the water pipes referred to in paragraph (5) of this rule. Such pump and its source of power, if any, shall not be situated in the same compartment as the pump. If a hand pump is provided in compliance with this sub-paragraph it shall be of the rotary type. A sea suction valve for use with the additional pump shall be provided and shall be capable of being controlled from outside the machinery space.

## 8. Ships of Class IV

Class IV  
ships.  
Ships 150  
tons and  
over.

(1) Every ship of this Class, 150 tons or over, shall be provided with:—

(a) one fire pump and one fire hose whereby a powerful jet of water can be rapidly directed into any part of the ship;

(b) if any such ship is fitted with main or auxiliary oil-fired boilers or internal combustion engines, the nozzle of the hose specified in the preceding sub-paragraph shall be of a type suitable for spraying water on oil;

(c) six portable fire extinguishers of not less than 2 gallons capacity each, positioned to the satisfaction of the surveyor but of which not less than two shall be placed in the engine room. If such ship is fitted with main or auxiliary oil-fired boilers or internal combustion engines, such fire extinguishers shall be of a type suitable for quenching oil fires;

(d) four fire buckets, two of which shall be fitted with lanyards of sufficient length to reach the water line of the ship from the highest continuous deck;

(e) one fireman's axe; and

(f) in ships fitted with main or auxiliary oil-fired boilers or internal combustion engines, each machinery or boiler space shall be provided with a receptacle containing an adequate quantity of sand or other dry material suitable for quenching oil fires, and a suitable scoop for distributing the contents of the said receptacle.

(2) Every ship of this Class under 150 tons shall be provided with—

Ships under  
150 tons.

(a) a number of portable fire extinguishers in accordance with the following table:—

Vessels not exceeding 30 feet in length	..	..	..	2
over 30 but not more than 50 feet	..	..	..	4
over 50 feet in length	..	..	..	6

Provided that if such ships are fitted with a fire pump and hose whereby a powerful jet of water can be rapidly directed to any part of the ship, she may carry fewer fire extinguishers at the discretion of the surveyor, but the minimum number carried shall never be less than half the number specified in this sub-paragraph, and in any event never less than two.

(b) sub-paragraphs (b), (d), (e) and (f) of paragraph (1) of this Rule shall apply to ships of under 150 tons as they apply to ships of 150 tons or over.

## PART II—NON-PASSENGER SHIPS

## 9. Ships of Class V

Class V  
ships.  
Cargo  
spaces.

(1) (a) Every ship of this Class 2,000 tons or over, shall be provided with appliances whereby fire-smothering gas can be rapidly conveyed by a permanent piping system into any compartment appropriated for the carriage of cargo. The volume of free gas available shall be at least equal to 30 per cent of the gross volume of the largest hold in the ship which is capable of being effectively closed:

Provided that—

(i) steam may be substituted for fire-smothering gas in any ship in which there are available boilers capable of evaporating 1 lb. of steam per hour for each 12 cubic feet of the gross volume of the largest hold in the ship;

(ii) in the cargo spaces of any tanker a froth installation, complying with the requirements of the First Schedule to these Rules, may be substituted for a system for conveying fire-smothering gas.



## Exemption.

(b) The Government Inspector of Shipping may exempt any ship other than a tanker, from the requirements of this paragraph if he is satisfied that—

- (i) the holds therein are provided with steel hatch covers and effective means of closing all ventilators and other openings leading to the holds ; or
- (ii) the ship is constructed for, and employed solely in, the carriage of ore or coal ; or

(iii) to require compliance with the requirements of the aforesaid sub-paragraph would be unreasonable on account of the short duration of the voyages on which the ship is engaged.

## Hoses and pumps.

(2) (a) Every ship 1,000 tons or over shall be provided with appliances whereby at least two powerful jets of water can be rapidly and simultaneously directed on any part of the ship. Such appliances shall include two fire hoses and a spare fire hose 30 feet in length, together with two pumps operated by power.

(b) Every ship under 1,000 tons shall be provided with appliances whereby at least one powerful jet of water can be rapidly directed into any part of the ship. Such appliances shall include one fire hose and a spare fire hose 30 feet in length, together with two pumps operated by power.

(c) If, in any ship fitted with main or auxiliary oil-fired boilers or with internal combustion propelling machinery, a fire in any one compartment might put out of action every fire pump provided in the ship, alternative means for extinguishing the fire shall be provided.

## Portable fire extinguishers.

(3) Every ship shall be provided with a sufficient number of portable fire extinguishers to ensure that at least one such extinguisher will be readily available for use in every compartment of the crew spaces and passenger spaces, if any. The number of such extinguishers shall not be less than five in a ship of 1,000 tons or over and not less than three in a ship of under 1,000 tons.

## Firemen's outfits.

(4) (a) Every ship 4,000 tons or over shall be provided with at least two firemen's outfits each consisting of—

- (i) a safety lamp ;
- (ii) a fireman's axe ; and
- (iii) a breathing apparatus, or a smoke helmet, or a smoke mask, complying with the requirements respectively specified in the Sixth Schedule to these Rules.

The outfits shall be kept in widely separated places.

(b) Every ship under 4,000 tons shall be provided with at least one such outfit.

## Portable drilling machines.

(5) Every ship on which a supply of electrical energy is available, other than a tanker, shall be provided with a portable electric drilling machine to provide emergency means of access to fires through decks, casings or bulkheads.

## Machinery spaces, oil-fired boilers.

(6) (a) Every ship fitted with main or auxiliary oil-fired boilers shall be provided in the machinery spaces with—

- (i) at least two fire hydrants, one on each side ; and
- (ii) for each such hydrant a fire hose with a nozzle suitable for spraying water on oil.

(b) In each firing space of every ship fitted with main or auxiliary oil-fired boilers a receptacle shall be provided which shall contain at least 10 cubic feet of sand, or other dry material suitable for quenching oil fires. Scoops shall be provided for distributing the contents of the receptacle.

(c) In each firing space in every such ship and in each compartment therein containing the whole or part of the oil fuel installation, at least two portable fire extinguishers shall be provided which shall be capable of discharging froth or other substance suitable for quenching an oil fire. In addition, one such extinguisher of at least 10 gallons capacity, or a carbon dioxide extinguisher of at least 35 lb. capacity shall be provided in each boiler room if the number of burners therein is five or more. If the number of burners in a boiler room is less than five, there shall be provided therein one froth fire extinguisher of at least 2 gallons capacity for each burner.

(d) A froth installation, complying with the requirements specified in the First Schedule to these Rules, shall be provided in every such ship whereby froth can be rapidly discharged and distributed over each boiler room, and over any space which contains the whole or part of the fuel installation. The froth available for discharge shall be sufficient in quantity to cover to a depth of 6 inches the largest single area over which oil fuel may spread in the event of leakage. If the engine room and boiler room are not separated from each other by a bulkhead and fuel oil may drain from one to the other, they shall, for the purposes of this sub-paragraph, be regarded as a single area.

(e) The aforesaid appliances shall be capable of being controlled from a readily accessible position which is not likely to be cut off in the event of fire.

(f) The Government Inspector of Shipping may exempt any ship from the requirements of sub-paragraph (d) of this rule if he is satisfied that the boiler room and the spaces containing the oil fuel installation are adequately protected by—

(i) a permanent piping system for the discharge of smothering-gas, steam or water at high pressure; and

(ii) if such system discharges steam and the ship is fitted only with water-tube boilers, a froth extinguisher of at least 30 gallons capacity or a carbon dioxide extinguisher of at least 100 lb. capacity.

(7) In every such ship fitted with internal combustion propelling machinery, the following appliances shall be provided in the compartment containing that machinery—

Engine  
rooms, motor  
ships.

(a) two fire hydrants, one on each side;

(b) for each such hydrant, a fire hose with a nozzle suitable for spraying water on oil;

(c) two froth fire extinguishers each of at least 10 gallons capacity, or two carbon dioxide extinguishers each of at least 35 lb. capacity, provided that only one such extinguisher shall be required in any ship in which a froth extinguisher of at least 10 gallons capacity or a carbon dioxide extinguisher of at least 35 lb. capacity is provided in compliance with sub-paragraphs (c) and (d) of paragraph (6) of this Rule; and

(d) portable fire extinguishers, capable of discharging froth or other substance suitable for quenching oil fires, in accordance with the following table—

<i>Brake Horse Power of Main Engines</i>	<i>Number of Portable Extinguishers</i>
Not over 1,000 .. ..	2
Over 1,000 but not over 2,000 .. ..	3
Over 2,000 but not over 3,000 .. ..	4
Over 3,000 but not over 4,000 .. ..	5
Over 4,000 .. ..	6

Class VI  
ships.

### 10. Ships of Class VI

(1) Paragraphs (2) to (7) of Rule 9, shall apply to ships of this Class 1,000 tons and over as they apply to ships of Class V.

Ships 500  
tons or over  
but under  
1,000 tons.

(2) (a) This paragraph applies to ships of this Class 500 tons or over but under 1,000 tons.

(b) Every such ship shall be provided with at least—

(i) one pump operated by power and one fire hose whereby a powerful jet of water can be rapidly directed into any part of the ship, together with a spare fire hose 30 feet in length ;

(ii) three portable fire extinguishers readily accessible for use in the crew spaces and passenger spaces, if any ; and

(iii) a fireman's outfit consisting of a safety lamp, a fireman's axe, and a breathing apparatus or a smoke helmet or a smoke mask complying with the requirements respectively specified in the Sixth Schedule to these Rules.

(c) Every such ship being a ship fitted with main or auxiliary oil-fired boilers or internal combustion propelling machinery, shall be provided in the machinery spaces with a hydrant and a fire hose with a nozzle suitable for spraying water on oil.

(d) Every such ship being a ship fitted with oil-fired boilers, shall be provided with—

(i) a receptacle in each boiler room containing an adequate quantity of sand or other dry material suitable for quenching oil fires ;

(ii) a scoop for distributing the contents of the receptacle ; and

(iii) in each firing space and in each compartment therein containing the whole or part of the oil fuel installation, at least two portable fire extinguishers which shall be capable of discharging froth or some other substance suitable for quenching oil fires. In addition one such extinguisher of at least 10 gallons capacity or a carbon dioxide extinguisher of at least 35lb. capacity shall be provided in each boiler room if the number of burners therein is five or more. If the number of burners is less than five there shall be provided therein one froth extinguisher of at least two gallons capacity for each burner ;

(iv) sub-paragraphs (d) and (f) of paragraph (6) of Rule 9 shall apply to ships of this Class 500 tons or over but under 1,000 tons, as they apply to ships of Class V.

(v) Every such ship, being a ship fitted with internal combustion propelling machinery, shall be provided in the machinery spaces with portable fire extinguishers capable of discharging froth or other substance suitable for quenching oil fires, in accordance with the following table—

<i>Brake Horse Power of Main Engines</i>						<i>Number of Portable Extinguishers</i>
Not over 100	..	..	..	..	..	3
Over 100 but not over 150	..	..	..	..	..	4
Over 150 but not over 200	..	..	..	..	..	5
Over 200 but not over 250	..	..	..	..	..	6
Over 250	..	..	..	..	..	7



Provided that, for the number of portable fire extinguishers set forth in the foregoing table, there may be substituted two such extinguishers as are referred to in the foregoing provisions, and either one froth fire extinguisher of at least 10 gallons capacity ; or one carbon dioxide fire extinguisher of at least 35 lb. capacity.

(3) This paragraph applies to ships of this Class 150 tons or over but under 500 tons.

Ships 150  
tons or over  
but under  
500 tons.

(a) Every such ship shall be provided with at least—

(i) one pump operated by power and one fire hose whereby a powerful jet of water can be rapidly directed into any part of the ship ; and

(ii) four fire buckets and a fireman's axe ;

(b) Every ship, being a ship fitted with main or auxiliary oil-fired boilers or internal combustion propelling machinery, shall be provided with a nozzle suitable for spraying water on oil by means of the fire hose referred to.

(c) Every ship, being a ship fitted with main or auxiliary oil-fired boilers, shall be provided in the machinery space with—

(i) a receptacle containing an adequate quantity of sand or other dry material suitable for quenching oil fires ; and

(ii) a scoop for distributing the contents of the receptacle.

(d) The boiler room in every such ship and each compartment which contains the whole or part of the oil fuel installation, shall be provided with at least two portable fire extinguishers capable of discharging froth or other substance suitable for quenching oil fires.

(e) Sub-paragraphs (d) and (f) of paragraph (6) of Rule 9 shall apply to ships of this Class 150 tons or over but under 500 tons, as they apply to ships of Class V.

(f) Every such ship, being a ship fitted with internal combustion propelling machinery shall be provided in the engine room with—

(i) a receptacle containing an adequate quantity of sand, or other dry material suitable for quenching oil fires ;

(ii) a scoop for distributing the contents of the receptacle ; and

(iii) at least two portable fire extinguishers capable of discharging froth or other substance suitable for quenching oil fires.

(4) This paragraph applies to ships of this Class under 150 tons.

Ships under  
150 tons.

(a) Every such ship shall be provided with—

(i) one pump and one fire hose whereby a powerful jet of water can be rapidly directed into any part of the ship ; and

(ii) at least three fire buckets and a fireman's axe.

Provided that in open ships fitted with internal combustion propelling machinery two fire buckets with lanyards attached may be substituted for a pump and fire hose. Such buckets shall be additional to the buckets referred to at (ii) of this sub-paragraph.

(b) Every such ship, being a ship fitted with main or auxiliary oil-fired boilers or internal combustion propelling machinery, shall be provided with—

(i) a receptacle containing an adequate quantity of sand or other dry material suitable for quenching oil fires ;

(ii) a scoop for distributing the contents of the receptacle ;

(iii) if the ship is provided with a fire hose, a nozzle suitable for spraying water on oil; and

(iv) at least two portable fire extinguishers capable of discharging froth or other substance suitable for quenching oil fires.

Exemption.

(5) The Government Inspector of Shipping may exempt any ship of this Class from any of the requirements of these Rules.

Class VII  
ships.

11. Ships of Class VII.

(1) Rule 10 shall apply to ships of this Class as it applies to ships of Class VI.

Exemption.

(2) The Government Inspector of Shipping may exempt any ship of this Class from any of the requirements of these Rules.

Class VIII  
ships.  
Ships 150  
tons and  
over.

12. Ships of Class VIII.

(1) Every ship of this Class 150 tons or over shall be provided with—

(a) at least two portable fire extinguishers of at least two gallons capacity each. If such ship is fitted with main or auxiliary oil-fired boilers or with internal combustion propelling machinery, such extinguishers shall be capable of discharging foam or other substance suitable for quenching oil fires. All such fire extinguishers shall be positioned to the satisfaction of the surveyor and at least one of them shall be in the engine room.

(b) Sub-paragraphs (a), (b), (d), (e) and (f) of paragraph (1) of Rule 8 shall apply to ships of this Class 150 tons and over as they apply to ships of Class IV 150 tons and over.

Ships under  
150 tons.

(2) Every ship of this Class under 150 tons shall be provided with—

(a) at least two portable fire extinguishers of at least two gallons capacity each which shall comply with the conditions laid down in sub-paragraph (a) of paragraph (1) of this Rule.

(b) Sub-paragraphs (d), (e) and (f) of paragraph (1) of Rule 8 shall apply to ships of this Class of under 150 tons as they apply to ships of Class IV of 150 tons and over.

(c) For the purposes of Sections 193 and 195 of the Act, this Rule shall be deemed to be applicable to ships of sixteen feet in length and under.

Exemption.

(3) The Government Inspector of Shipping may exempt any ship of this Class from any of the requirements of these Rules.

### PART III—MISCELLANEOUS

Power  
pumps.

13.—(1) Every pump required by these Rules to be operated by power shall be operated by a means other than the ship's main engines, and shall not be used for pumping oil.

(2) Every such pump shall be capable of producing a throw of at least 40 feet at every nozzle, other than a spray nozzle, when used with any of the fire hoses and nozzles provided in compliance with these Rules.

(3) Escape valves shall, whenever necessary, be provided in connection with every such pump and shall be so placed and adjusted as to prevent excessive pressure in any part of the water pipes served by the pump.

(4) In every ship required by these Rules to be provided with pumps operated by power, the total pumping capacity of the pumps shall not be less than two-thirds of the total pumping capacity of the bilge pumps provided in the ship.

14.—(1) All water pipes and fire hydrants provided in compliance with these Rules shall be so placed that fire hoses may easily be coupled to them. In ships which may carry deck cargo, the hydrants shall be so placed that the deck cargo will not hinder access to them, and the water pipes shall be protected from damage by the cargo.

Water  
pipes and  
hydrants.

(2) The water pipes shall not be made of cast iron, and if made of iron or steel shall be galvanised.

(3) Cocks or valves shall be fitted to the water pipes and shall be so arranged that any fire hoses coupled thereto may be removed while fire pumps are in operation.

15.—(1) Fire hoses provided in compliance with these Rules shall not exceed 60 feet in length and shall be made of leather, seamless hemp, closely woven flax canvas or other suitable material and shall be provided with couplings, conductors and other necessary fittings, and with a plain nozzle of not less than  $\frac{1}{2}$  inch in diameter in addition to any spray nozzle required by these Rules.

Fire hoses,  
nozzles, etc.

(2) Every fire hose provided in compliance with these Rules, together with the tools and fittings necessary for its use, shall be kept in a conspicuous position near the water hydrants or connections with which it is intended to be used.

(3) Fire hoses provided in compliance with these Rules shall not be used for any purpose other than extinguishing fire or testing with fire appliances.

16.—(1) Every fire bucket provided in compliance with these Rules shall be painted red and shall be clearly and permanently marked with the word "FIRE". Every such bucket shall be kept filled with sand or water.

Fire buckets.

(2) At least half the number of fire buckets provided in compliance with these Rules shall be fitted with lanyards of sufficient length to enable the buckets to be filled from the sea.

(3) Such fire buckets shall not be used for any purpose other than extinguishing fire.

17.—(1) The fire extinguishers provided in compliance with these Rules shall be constructed in accordance with those specified in the Second, Third, Fourth and the Fifth Schedules to these Rules.

Fire  
extin-  
guishers.

(2) Not more than two types of portable fire extinguishers shall be provided in the passenger and crew spaces of any ship to which these Rules apply.

(3) A spare charge shall be provided for every portable fire extinguisher.

(4) Fire extinguishers in which the substance for extinguishing fire is stored under pressure shall not be provided for use in passenger or crew spaces.

(5) For the purposes of these Rules the capacity of any fire extinguisher other than a carbon dioxide extinguisher shall be taken to be the greatest volume of solution which it can contain when sufficient air space is left to ensure the proper operation of the extinguisher.

(6) For the purposes of these Rules the capacity of a carbon dioxide fire extinguisher shall be taken to be the greatest weight of carbon dioxide which it can, without danger of exploding, contain in a tropical climate.

(7) Every fire extinguisher shall at all times be kept fully charged, and the date of the last charging shall be painted on the body of the extinguisher.

Smothering  
gas or steam  
installations.

18.—(1) Every piping system provided in a ship to which these Rules apply for conveying smothering-gas or steam shall be capable of being controlled by valves or cocks which shall be capable of being locked and shall be readily accessible from the deck. Such cocks or valves shall be clearly and permanently marked to indicate the compartments which they serve. Every piping system which serves a compartment to which passengers may have access shall be fitted with an additional cock or valve capable of being locked.

(2) The piping shall be so arranged as to distribute the smothering-gas or steam in an efficient manner. Where necessary for that purpose at least two pipes shall be provided in cargo spaces, one in the forward part of the space and the other in the after part. Except in tankers and ships used for the conveyance of coal, pipes for conveying steam shall be fitted with outlets as low as practicable in the space which they serve.

(3) In tankers, the piping system shall be so arranged that the steam or fire smothering-gas will be distributed over the surface of the cargo.

(4) When carbon dioxide is provided as an extinguishing medium discharged into boiler rooms by a piping system, the quantity of gas available shall be sufficient to give a minimum volume of free gas equal to 30 per cent of the gross volume of the largest boiler room measured to the top of the boilers. If the engine and boiler rooms are not separated by a bulkhead and fuel oil may drain from one to the other, the combined engine and boiler rooms shall, for the purposes of this paragraph, be regarded as a single area.

(5) For the purpose of determining the quantity of liquified carbon dioxide required to produce the volume of smothering-gas required by these Rules, 1 lb. of liquified carbon dioxide shall be deemed to produce 9 cubic feet of gas.

(6) Means shall be provided for giving audible warning when carbon dioxide is about to be released into any working space.

Stopping of  
fans and  
closings of  
openings.

19. In every ship to which these Rules apply, means shall be provided for rapidly stopping all fans and closing all openings which might admit air to spaces provided with a piping system for the discharge of smothering-gas, steam or froth. The means for stopping the fans shall be situated outside such spaces.

Safety lamps.

20. Every safety lamp provided in compliance with these Rules shall be operated by an electric battery and be capable of burning for a period of at least three hours.

Stowage of  
fire  
appliances.

21. All moveable fire appliances, other than firemen's outfits, provided in compliance with these Rules shall be stowed where they will be readily accessible from the spaces in which they are intended to be used, and, in particular, fire extinguishers shall be stowed near the entrances to the spaces in which they are intended to be used.

Equivalents  
and  
Exemptions.

22.—(1) Where these Rules require that a 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 Minister 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 that other fitting, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by these Rules.

(2) The Government Inspector of Shipping may, on such conditions as he thinks fit, exempt any ship constructed before the coming into operation of these Rules, from any of the requirements of these Rules if he is satisfied that that requirement is either impracticable or unreasonable in the case of that ship.

## FIRST SCHEDULE

### FROTH FIRE EXTINGUISHING INSTALLATIONS

(1) Every froth fire extinguishing installation of the gravity type provided in compliance with these Rules shall be provided with—

(a) containers for the froth-forming solution, so placed that a fire in the space intended to be protected will not interfere with the effective working of the installation ;

(b) outlet valves for the containers, so arranged that the solutions will be released from the containers simultaneously and in proper proportions by the operation of a control-wheel or control-handle, in either case so placed as not to be rendered inaccessible by a fire in the space intended to be protected ;

(c) means for agitating and sampling the froth-forming solutions and for testing the expansion rates thereof.

(2) In every froth fire extinguishing installation of the continuous-generator type provided in compliance with these Rules the froth-forming apparatus, pumps and source of power for the pumps, together with all controlling devices and other accessories necessary for efficient operation, shall be so arranged that a fire in the space intended to be protected will not prevent the efficient working of the installation.

(3) Every such installation of the gravity or continuous-generator type shall be provided with a system of distribution pipes so arranged as to enable the froth to be effectively distributed. Provision shall be made to prevent the obstruction of the pipes or their outlets by water or otherwise, and to enable the efficiency of the pipes to be readily tested. The pipes shall not be led through any refrigerated space unless they are insulated and provision is made for draining them.

(4) Instructions in clear and permanent lettering shall be affixed to the equipment or in a position adjacent thereto.

## SECOND SCHEDULE

### NON-PORTABLE FROTH FIRE EXTINGUISHERS

(1) Every froth fire extinguisher, other than a portable fire extinguisher, provided in compliance with these Rules shall be so designed and constructed that the interior of the extinguisher can be examined.

(2) The body of the extinguisher shall be cylindrical with ends which shall be dished outwards, without reverse flanging, to a radius not exceeding the diameter of the body. The body and ends shall be made of sheet steel which shall be tinned or lead-coated internally, and every part of the extinguisher shall, where necessary, be protected against corrosion.



(3) The body of the extinguisher shall be welded or riveted. All riveted joints shall be soldered.

(4) The body shall be provided with an opening for the introduction of an inner container. The opening shall be fitted with a cap of gunmetal or other suitable material, screwed with a continuous thread, through the side of which safety holes or slots shall be provided so that when the cap is being removed any pressure of gas remaining in the container may be released gradually should the discharge opening be choked. The cap joint shall be made with acid-resisting rubber, greased leather, or other suitable material.

(5) If the extinguisher is provided with an inner container, such container shall be adequately supported.

(6) A reinforced discharge hose shall be provided, together with a nozzle, the area of which shall be such that, when the extinguisher is operated, the froth is projected a distance of 45 feet for a period of not less than 100 seconds in the case of an extinguisher of 30 gallons capacity or over, and a distance of 35 feet for a period of not less than 90 seconds in the case of an extinguisher of under 30 gallons capacity.

(7) The charge and the air space above the level of the solution in the body shall be so regulated that the maximum pressure in the extinguisher when put into action, with all outlets closed, does not exceed 280 lb. per square inch with the solution at a temperature of 100°F.

(8) The extinguisher shall be capable of withstanding for a period of 5 minutes an internal pressure of  $1\frac{1}{2}$  times the pressure in the extinguisher when put into action with all outlets closed, and in no event of less than 350 lb.

(9) The outside of the extinguisher shall be clearly and permanently marked with—

- (a) the name of the maker or vendor of the extinguisher ;
- (b) the capacity of the extinguisher ;
- (c) the level of the solution, when the extinguisher is filled to its working capacity ;
- (d) the pressure under which the extinguisher was tested ;
- (e) instructions for operating the extinguisher ; and
- (f) the year in which the extinguisher was manufactured.

### THIRD SCHEDULE

#### CARBON DIOXIDE FIRE EXTINGUISHER

(1) Every carbon dioxide fire extinguisher provided in compliance with these Rules shall be provided with cylinders constructed in accordance with any one of the following British Standard Specifications :—

No. 401, No. 1287, No. 1288.

(2) Each cylinder shall be provided with an internal discharge tube, and a valve to release the gas.

(3) The extinguisher shall be provided with a discharge hose which shall be reinforced so as to withstand a pressure of at least 1,800 lb. per square inch when the necessary couplings are fitted. The bore of the discharge hose shall not be less than the sizes respectively set forth in the following table:—

<i>Capacity of extinguisher</i>						<i>Minimum bore of discharge hose</i>
10 lb.	..	..	..	..	..	$\frac{1}{4}$ inch.
35 lb.	..	..	..	..	..	$\frac{3}{8}$ inch.
100 lb.	..	..	..	..	..	$\frac{1}{2}$ inch.

The discharge hose shall be provided with a horn which shall be insulated and of a design which will reduce the velocity of the gas discharged.

(4) At any temperature between 50°F., and 70°F., inclusive, the extinguisher shall discharge gas at such a rate that carbon dioxide equal in weight to  $\frac{3}{4}$  of the capacity of the container will be discharged in the periods respectively set forth in the following table:—

<i>Capacity of extinguisher</i>						<i>Period</i>
10 lb.	..	..	..	..	..	20 seconds.
35 lb.	..	..	..	..	..	35 seconds.
100 lb.	..	..	..	..	..	70 seconds.

(5) The outside of the extinguisher shall be clearly and permanently marked with—

- (a) the name of the vendor of the extinguisher ;
- (b) instructions for operating the extinguisher ;
- (c) markings which will indicate the respective weights of the extinguisher when empty and when filled ; and
- (d) the year in which the extinguisher was manufactured.

#### FOURTH SCHEDULE

##### CARBON TETRACHLORIDE FIRE EXTINGUISHERS

(1) Every carbon tetrachloride fire extinguisher provided in compliance with these Rules shall be of a nominal fluid capacity of one quart.

(2) The body of the extinguisher shall be cylindrical and shall be constructed of copper or brass, in either case of a thickness not less than No. 22 L.S.G. All internal fittings of the extinguisher shall be made of copper, brass, bronze or lead, and all joint washers shall be made of material which will resist carbon tetrachloride.

(3) Provision shall be made by which the carbon tetrachloride in the extinguisher can be sealed off from the atmosphere when the extinguisher is not in use, so as to prevent evaporation of the carbon tetrachloride.

(4) The extinguisher shall be provided with a hand pump which shall be self-contained and double-acting. The plunger-packing shall consist of material which will resist carbon tetrachloride. The extinguisher shall be capable of discharging substantially the whole of the carbon tetrachloride which it contains, whatever the position in which it is held, and of projecting that fluid for a distance of 20 feet throughout a period of one minute.



(5) The carbon tetrachloride provided for use with the extinguisher shall be of a standard of purity not less than that specified in British Standard Specification No. 575.

(6) The outside of the extinguisher shall be clearly and permanently marked with—

- (a) the name of the maker or vendor of the extinguisher ;
- (b) the capacity of the extinguisher ;
- (c) instructions for operating the extinguisher ;
- (d) the year in which the extinguisher was manufactured ; and
- (e) a notice indicating that if the extinguisher is used for extinguishing fire in a confined space dangerous fumes will be given off and must not be inhaled.

## FIFTH SCHEDULE

### PORTABLE FIRE EXTINGUISHERS (OTHER THAN CARBON DIOXIDE AND CARBON TETRACHLORIDE EXTINGUISHERS)

(1) Every portable fire extinguisher provided in compliance with these Rules, other than a carbon dioxide or carbon tetrachloride fire extinguisher, shall be of a capacity of not less than two gallons.

(2) The body of every portable extinguisher shall be cylindrical with dished ends, or conical with the larger end dished. The dishing shall be outwards, without reverse flanging, to a radius not exceeding the diameter of the body. If the extinguisher stands vertically a metal support shall be securely attached to the body.

(3) The body and ends of the extinguisher shall be made of sheet steel or copper, in either case tinned or lead-covered internally, and every part of the extinguisher shall, where necessary, be protected against corrosion.

(4) If the body is made of sheet steel it shall be solid drawn, welded or rivetted. All rivet holes shall be drilled, and all rivetted joints shall be soldered.

(5) If the body is made of copper it shall be solid drawn or rivetted. All rivet holes shall be drilled and all rivetted joints shall be soldered or brazed.

(6) The body shall be provided with an opening for the introduction of an inner container. The opening shall not be less than 3 inches in diameter and shall be fitted with a gunmetal cap the screwed part of which shall be approximately  $\frac{3}{8}$  inch deep and shall be screwed with a continuous thread through the side of which safety holes or slots shall be provided so that when the cap is being removed any pressure of gas remaining in the container will be released gradually should the discharge opening be choked. The cap joint shall be made with acid-resisting rubber, greased leather, or other suitable material, and shall not exceed  $\frac{1}{8}$  inch in thickness. Any cage for holding glass bottles shall be removable so as to facilitate the cleaning and inspection of the interior of the extinguisher. Any protector fitted to a plunger shall be of the open or cage type. The body shall be capable of withstanding an internal pressure of 350 lb. per square inch for five minutes.

(7) Extinguishers containing fluid shall be provided with a device which will, when the extinguisher is not in use, prevent the fluid from rising in the discharge tube in consequence of a rise in the temperature of the atmosphere. The discharge tube or opening in such extinguishers shall be fitted with a strainer. Any internal discharge tubes shall be of sufficient length to discharge substantially the whole of the fluid in the extinguisher. No cocks or valves shall be fitted for stopping the discharge of the fluid.

(8) The extinguisher shall be capable of projecting fluid for a distance of 20 feet during a period of one minute.

(9) The extinguisher shall be provided with fixed handles which will enable it to be readily transported and used.

(10) The discharge tube or opening shall be provided with a screwed connection which will facilitate testing.

(11) The charge and the air space above the level of the fluid in the body shall be so regulated that, if the extinguisher is put into action with all outlets closed, the internal pressure will not exceed 200 lb. per square inch when the fluid is at a temperature of 100°F.

(12) The outside of the extinguisher shall be clearly and permanently marked with—

- (a) the name of the maker or vendor of the extinguisher ;
- (b) the capacity of the extinguisher ;
- (c) the level of the fluid, when the extinguisher is filled to its working capacity ;
- (d) a certificate by the maker that the extinguisher has been tested by hydraulic pressure to 350 lb. per square inch ;
- (e) instructions for operating the extinguisher ; and
- (f) the year in which the extinguisher was manufactured.

## SIXTH SCHEDULE

### BREATHING APPARATUS, SMOKE HELMETS, AND SMOKE MASKS

(1) Every breathing apparatus provided in accordance with these Rules shall be self contained. Means shall be provided for warning the wearer that any reacting chemicals forming part of the apparatus are about to be exhausted.

(2) Every smoke helmet or smoke mask provided in compliance with these Rules shall be provided with a hose for the supply of air from the outside atmosphere. The hose shall be of a non-collapsing type and shall be sufficient in length to enable the inlet end to be on deck or elsewhere in clean air while the wearer of the helmet or mask is in any part of the cargo space, crew space or passenger space, if any. If the hose is more than 90 feet in length a pump or bellows shall be provided which shall be suitable for pumping air through the hose. Efficient couplings shall be provided if two or more lengths of hose are joined in order to reach the aforesaid spaces. The inlet end of the hose shall be capable of being secured in position and shall be so protected as to ensure that the supply of air cannot be obstructed.

(3) The following equipment shall be provided for use with the breathing apparatus, smoke helmet or smoke mask—

(a) a life-and-signalling-line at least 10 feet longer than is required to reach from the deck or elsewhere in clean air to any part of the cargo space, crew space or passenger space, if any; the line shall be made of hemp-covered wire rope at least  $1\frac{1}{2}$  inches in circumference; the wire incorporated in the rope shall have a breaking strength of not less than 1 ton and shall be made of copper or galvanised steel; provided that, in any tanker, rope made without wire but having a breaking strain of not less than 1 ton, may be carried in lieu;

(b) an adjustable safety belt or harness to which the aforesaid line shall be securely attached;

(c) means for protecting the eyes and face of the wearer from smoke.

(4) The breathing apparatus, smoke helmet or smoke mask shall each be clearly and permanently marked with the name of the maker or vendor and the year in which they were manufactured. Operating instructions in clear and permanent lettering shall be affixed to the said equipment.

MADE at Lagos this 20th day of June, 1963.

R. A. NJOKU,  
*Minister of Transport*

#### EXPLANATORY NOTE

These Rules provide for the fire appliances to be carried in ships of each Class, and include such requirements as appear to the Minister to implement the provisions of the International Convention for the Safety of Life at Sea, 1948, relating to fire appliances.

# THE MERCHANT SHIPPING (POWER DRIVEN SMALL CRAFT) REGULATIONS, 1963

## ARRANGEMENT OF REGULATIONS

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L.N. 64 of 1963

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

**Merchant Shipping (Power Driven Small Craft) Rules, 1963**

*Commencement : 20th June, 1963*

In exercise of the powers conferred by section 193 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—

Citation  
and  
commence-  
ment.

1. These rules may be cited as the Merchant Shipping (Power Driven Small Craft) Rules, 1963 and shall come into force on the 20th day of June, 1963.

Application.

2. These rules shall apply throughout the Federation to all power driven small craft whilst any such craft is being operated on any International or Inter-regional waterway in Nigeria but shall not, unless such a boat is used for carrying passengers for hire or reward, apply to :

- (a) a boat belonging to a registered ship ;
- (b) a boat kept solely for pleasure purposes ; or
- (c) a boat kept solely for the purpose of fishing.

Inter-  
pretation.

3. In these rules the term "power driven small craft" means any small craft propelled by one or more outboard engines each not exceeding thirty horsepower.

Certificate  
of  
competency  
required.

4. No person shall be in charge of a power driven small craft unless he is the holder of a certificate of competency as a Power Driven Small Craft Operator, issued under the Examinations for Certificates of Competency (Deck) Regulations, 1963.

Power driven  
small craft  
to be  
licensed.

5.—(1) Every power driven small craft to which these rules apply shall be surveyed at least once in every twelve months and shall be issued with a licence in the form in the Schedule to these rules. No licence shall be issued unless the craft complies with the requirements of these rules.

(2) A fee of one pound shall be payable for a licence valid for one calendar year ; provided that if a licence is issued after the 30th June in any year, half the prescribed fee shall be payable.

(3) Surveyors appointed under section 146 of the Act shall be surveyors and licensing officers for the purposes of these rules.

Records to  
be kept.

6.—(1) The owner of every power driven small craft shall keep a record of the name of, and the number of the certificate of competency held by, every person appointed to be in charge of such craft, together with the dates of appointment and discharge of such person.

(2) The Government Inspector of Shipping, a Surveyor or Police Officer may require the production of such record at any time. A person who fails, neglects or refuses to produce such record shall be guilty of an offence and on conviction shall be liable to a fine not exceeding five pounds.

Display of  
licence.

7. On every power driven small craft the licence shall be displayed in a conspicuous place where it can be read easily by both passengers and crew. It shall be protected in an adequate manner from wind and water.

8. No owner or person in charge of any licensed power driven small craft shall, without the approval of a surveyor, or without taking out a new licence, alter the design of such craft.

Alterations.

#### SAFETY PROVISIONS

9. There shall be at all times on every power driven small craft, at least one lifebuoy and sufficient buoyant apparatus of a pattern approved by the surveyor to provide flotation for the total number of persons which, under the licence, may be carried by such craft.

Buoyant apparatus.

10.—(1) Every power driven small craft shall carry at least one portable fire extinguisher of not less than one quart capacity and of a pattern approved by the surveyor or, in addition to such fire extinguisher, a receptacle containing not less than one cubic foot of dry sand and a suitable scoop for distributing such sand. On fire extinguishers carried, the date of the last refilling shall be painted on the body of each such extinguisher.

Fire extinguishers.

(2) Such fire extinguishers shall be refilled at least once every two years and a surveyor may, during a survey, require that such fire extinguishers shall be tested.

11. Every power driven small craft shall carry sufficient paddles, being not less than six, to enable it, if need be, to be steered and manoeuvred without the use of the engine.

Paddles.

12. No petrol shall be carried in any power driven small craft in any container other than the proper petrol tank of the outboard engine or containers approved by the surveyor. The total amount of petrol carried on board at any one time, with the exception of that carried in the petrol tank of the engine, shall never exceed 10 gallons, and no tank or other approved container shall exceed five gallons capacity. No such tank or container shall be opened, filled or emptied while any engine is in operation or in the presence of artificial light or heat other than electric light.

Petrol.

13. Every power driven small craft shall be fitted with internal buoyancy tanks to the satisfaction of the surveyor.

Buoyancy tanks.

14. Every power driven small craft shall be equipped with an efficient anchor and sufficient chain or rope cable to the satisfaction of the surveyor.

Anchors and cables.

15. Every power driven small craft shall be equipped with a navigation light in accordance with the provisions of the Merchant Shipping (Navigation of Inland Waters) Regulations, 1963.

Navigation lights.

16.—(1) The number of persons who may be carried on board a power driven small craft shall be governed by the deck space available, six superficial feet being allowed for each person for a voyage exceeding twelve hours in duration and four superficial feet for each person for shorter voyages. When cargo, animals or other goods are carried, one person shall be deducted for every six superficial feet of space occupied by such cargo, animals or other goods.

Number of persons to be carried.

(2) A notice, "Certified to carry.....persons" shall be displayed in a conspicuous position on board the craft where it may easily be seen by all passengers.

(3) The owner or person in charge shall not permit on board the craft a greater number of persons than the number allowed by the licence.



Load line.

17.—(1) The surveyor shall ascertain the position for the load line of each craft and the owner or person in charge shall cause such line to be painted in and maintained in that position. Such line shall be painted on each side of the craft amidship and each such line shall be two inches in thickness and one foot in length, the lowest edge of which shall indicate the deepest draught to which the craft may be loaded.

(2) The position of the load line shall be ascertained by allowing four inches of freeboard from the edge of the gunwales downwards for every foot depth of the craft. Such depth being measured from a lath placed across the gunwales at the deepest part of the craft to the bottom of the craft.

(3) Notwithstanding anything contained in rule 16 hereof, no power driven small craft shall be so loaded as to submerge the load line.

Sundeck.

18.—(1) No power driven small craft shall carry any person, cargo or baggage except buoyant apparatus on a sundeck and then only if the surveyor is satisfied that such apparatus carried thus does not adversely affect the stability of the craft. The sundeck itself shall be of such construction that its weight and height do not affect the stability of the craft.

(2) In this rule "sundeck" includes anything in the nature of an awning, permanent or otherwise.

Stability.

19. Nothing in these rules shall make the grant of a licence obligatory if, in the opinion of the surveyor, the craft is unstable in a loaded condition, or is otherwise unfit for the intended service. The surveyor's decision in this matter shall be final.

#### MISCELLANEOUS

Further penalties.

20. The owner or person in charge of any power driven small craft who fails to comply with any of the provisions of rules 4, 5, 9 to 15, 16 (3) and 18 shall be guilty of an offence and on conviction shall be liable to a fine not exceeding fifty pounds or to six months imprisonment or to both such fine and imprisonment; and any such owner or person in charge who contravenes any of the provisions of rules 7, 8, 17 (2) and 17 (3) shall be guilty of an offence and on conviction shall be liable to a fine not exceeding ten pounds.

Revocation.

21. The Power Driven Small Craft Regulations, 1959, are hereby revoked but certificates and licences issued under the provisions of those regulations shall continue in force until revoked or cancelled in accordance with these rules or until they expire.

MADE at Lagos this 20th day of June, 1963.

R. A. NJOKU,  
*Minister of Transport*

T1926/S.16

#### EXPLANATORY NOTE

These rules replace the Power Driven Small Craft Regulations 1959 and include provisions to implement the requirements of the Merchant Shipping Act, 1962, for the safety of passengers and crew of power driven small craft.

## SCHEDULE

M. of T. Form Survey 30

No. ....

## LICENCE FOR POWER DRIVEN SMALL CRAFT

Name of Craft	Name of Owner
Owner's Permanent Address	Name and Certificate No. of Operator
Dimensions of Craft	
Length :— Breadth :— Depth :—	
Descriptions and H.P. of Engine (s)	
Type of Navigation Lights	Number of Paddles Carried
Number, Type and Capacity of Buoyancy Tanks.	
Number of Lifebuoys	Number and Capacity of Buoyant Apparatus
Number of Persons Carried not to Exceed	Freeboard
Over 12 Hours :—	Under 12 Hours :—

The fee of £..... having been paid, the above-mentioned Power Driven Small Craft is hereby licensed to ply on the Federal Inland Waters of Nigeria with the number of persons stated above, and no more. If cargo, animals, baggage or other goods are carried, the number of persons allowed on board shall be reduced by one for every six superficial feet of space so occupied.

VALID ONLY UNTIL THE 31st DAY OF DECEMBER 19.....

ISSUED AT.....this.....

day of.....19.....

Licensing Officer.....

Rank.....

Issued subject to the provisions of the Merchant shipping (Power Driven Small Craft) Regulations.