

L.N. 109 of 1967

MERCHANT SHIPPING ACT 1962

(1962 No. 30)

The Merchant Shipping (Grain) Rules 1967

Commencement : 28th February 1966

In exercise of the powers conferred upon him by section 253 (3) of the Merchant Shipping Act 1962 and of all other powers enabling him in that behalf, the Commissioner for Transport hereby makes the following rules:—

1.—(1) These rules may be cited as the Merchant Shipping (Grain) Rules 1967.

Citation,
application,
effect, etc.

(2) These rules shall have effect throughout Nigeria and apply to—

- (a) ships which are loaded with grain within any port in Nigeria ;
- (b) ships which, having been loaded with grain outside Nigeria, enter any port in Nigeria so laden.

(3) In the application of these rules, every precaution herein prescribed shall, for the purposes of section 253 of the Act, be read and construed as a necessary or reasonable precaution to prevent grain from shifting.

(4) These rules shall be deemed to have come into force on 28th February 1966 ; and with effect from that date the Merchant Shipping (Grain) Rules 1964 shall be revoked, and for the avoidance of doubt the Merchant Shipping (Grain) Rules 1952 of the United Kingdom to the extent to which they are deemed to have been made under the Act and be in force, shall be construed as having been revoked by the Rules of 1964 aforesaid and the reference to the Rules of 1952 in the Fourth Schedule to the Act shall accordingly be deleted.

L.N. 127 of
1964.

S.I. 1952/
1959.

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

Power to
exempt, etc.

SCHEDULE

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

Interpreta-
tion.

“compartment” means a hold or a cargo space bounded by bulkheads at each end and having decks above and below ;

“grain” includes wheat, maize, oats, rye, barley, rice, pulse and seeds ;

“metacentric height” means the distance between the transverse metacentre (M) and the centre of gravity (G) corrected for the free surface effects of liquids in tanks, and, for the purposes of paragraph 4 (3) of this Schedule, for the free surface effects of grain in feeders ;

"shifting boards" means boards to prevent free movement of grain, constructed in accordance with the requirements of paragraphs 17 to 20 of this Schedule, or with such other requirements as may be allowed under rule 3 of these rules ;

"the Act" means the Merchant Shipping Act 1962 ;

"two deck ship" means a ship which, in addition to the uppermost complete deck, has a complete or partial deck below that level.

STOWAGE

Trimming.

2.—(1) In compartments entirely filled with bulk grain the grain shall be trimmed so as to fill all the spaces between the beams and in the wings and ends.

(2) In compartments partly filled with bulk grain the grain shall be levelled except where this is impracticable.

Stowage of full compartments.

3.—(1) Except as hereinafter provided, any compartment which is entirely filled with bulk grain shall be divided either (a) by a longitudinal bulkhead or by shifting boards sited not more than 5 per cent of the moulded breadth of the ship from the centre line or (b) by two or more longitudinal bulkheads or shifting boards so however that the distance between them shall not exceed 60 per cent of the moulded breadth of the ship, and trimming hatches of suitable size suitably placed to feed the wings shall be provided at longitudinal intervals of not more than 25 feet with end trimming hatches placed not more than 12 feet from transverse bulkheads. In any compartment which is a hold, the longitudinal bulkheads or shifting boards shall extend downwards from the underside of the deck to a distance of at least one-third of the depth of the hold or 8 feet, whichever is the greater ; and in any other compartment, such longitudinal bulkheads or shifting boards shall extend from deck to deck.

(2) The requirements of sub-paragraph (1) of this paragraph shall not apply to—

(a) a compartment (other than a hold) if bagged grain or other suitable cargo therein is tightly stowed in the wings to a width at any point of not less than 20 per cent of the corresponding breadth of the ship ;

(b) parts of compartments where the maximum breadth of the deckhead within such parts does not exceed one-half of the moulded breadth of the ship ;

(c) those parts of a compartment (other than a compartment loaded with bulk linseed) which, in ships which maintain throughout the voyage a metacentric height of not less than 12 inches in the case of single deck or two deck ships and not less than 14 inches in the case of other ships, are—

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

(ii) below or abreast of a hatchway where the bulk grain beneath the hatchway is trimmed in the form of a saucer hard up to the deckhead beyond the hatchway to a depth in the centre of the saucer of not less

than 6 feet measured below the deck line and is topped off with bagged grain or other suitable bagged cargo so as to fill the hatchway and the saucer below and is stowed tightly against the deckhead, the longitudinal bulkheads, the hatchway beams and the hatchway side and end coamings.

Feeders.

4.—(1) Compartments entirely filled with bulk grain shall be provided with feeders constructed in accordance with the requirements of paragraph 22 of this Schedule, or with such other requirements as may be allowed under rule 3 of these rules; and the feeders shall be placed so as to ensure a free flow of grain to all parts of the compartment containing bulk grain:

Provided that feeders shall not be required—

(a) in cases where bulk grain is carried in deep tanks primarily constructed for the carriage of liquids, in which the greatest width does not exceed one-half of the moulded breadth of the ship or, as the case may be, the deep tanks are divided by one or more permanent steel longitudinal divisions sited not more than one-half of the moulded breadth of the ship apart, and in any event so that the deep tanks and tank hatchways are completely filled and the tank lids secured;

(b) in cases where bulk grain is trimmed in the form of a saucer hard up to the deckhead beyond the hatchway to a depth in the centres of the saucer of not less than 6 feet measured below the deck line, and is topped off with bagged grain or other suitable bagged cargo so as to fill the hatchway and the saucer below and is stowed tightly against the deckhead, the longitudinal bulkheads, the hatchway beams and the hatchway side and end coamings.

(2) Each feeder shall contain not less than 2 per cent of the quantity of grain carried below deck level in that part of the compartment which it feeds.

(3) Each feeder shall be fitted with a longitudinal bulkhead or shifting boards extending the full depth of the feeder:

Provided that such longitudinal bulkhead or shifting boards need not be fitted in feeders in ships which maintain throughout the voyage a metacentric height of not less than 12 inches in the case of single deck or two deck ships and not less than 14 inches in the case of other ships if the feeder contains, or all the feeders collectively feeding a compartment contain, not less than 5 per cent of the quantity of grain carried below deck level in that compartment and if the free grain surface will not fall below the lower extremities of the feeder or feeders at deck level after allowing for a sinkage of grain amounting to 2 per cent of the volume of the compartment fed and a shift of the free grain surface to an angle of 12 degrees to the horizontal; and in any case to which this proviso applies—

(a) the effects of the additional free grain surfaces within the feeders due to the omission of centre line divisions shall be taken into account in calculating the metacentric height referred to in sub-paragraph (c) of paragraph 3 (2) of this Schedule.

(b) the correction to the metacentric height for each feeder shall be made in accordance with the following formula, that is to say—

$$\text{Reduction in Metacentric Height = } \frac{1.8LB^3}{\text{Displacement in tons} \times \text{Stowage Rate in cubic feet per ton}}$$

in inches

where L = Length of feeder in feet, and B = Breadth of feeder in feet.

Common
loading.

5. Compartments above one another may be loaded as one compartment under the following conditions—

(a) except as provided in paragraph 3 (2) (c) of this Schedule a longitudinal bulkhead or shifting boards shall in the 'tween decks of a two deck ship be fitted deck to deck, and in all other ships they shall be fitted for the upper third of the total depth of the compartments loaded in common ;

(b) openings each of at least 4 square feet shall be provided in the wings of the deck immediately below the uppermost deck of the compartments loaded in common and forward and aft of the main hatchway, and such openings shall provide, in combination with the main or other hatchways, a feeding distance of not more than 8 feet measured in a fore and aft line ; and

(c) the requirements of paragraphs 4 and 6 of this Schedule shall apply to compartments loaded in common as if they were one.

Trimming
and bagging
of ends of
compart-
ments.

6. The bulk grain in any part of a compartment which is more than 25 feet measured in a fore and aft line from the nearest feeder or saucer shall be levelled off at a depth of at least 6 feet below the deck, and the space above filled with bagged grain or other suitable cargo built up on a platform constructed in accordance with the requirements of paragraph 7 of this Schedule.

Stowage of
partly filled
compart-
ments.

7.—(1) Except as provided in sub-paragraph (2) below, any compartment which is partly filled with bulk grain shall be divided either—

(a) by a longitudinal bulkhead or by shifting boards sited not more than 5 per cent of the moulded breadth of the ship from the centre line, or

(b) by two or more longitudinal bulkheads or shifting boards so however that the distance between them shall not exceed 60 per cent of the moulded breadth of the ship ;
and such longitudinal bulkheads or shifting boards shall extend from the bottom of the compartment to a height of not less than 2 feet above the surface of the bulk grain.

(2) The requirements of sub-paragraph (1) of this paragraph shall not apply—

(a) to those parts of a compartment (other than a compartment loaded with linseed) which are below or abreast of the hatchway in the case of ships in which a metacentric height of not less than 12 inches in the case of single deck or two deck ships and not less than 14 inches in the case of other ships is maintained throughout the voyage ; or

(b) to a compartment which is a hold if the bulk grain therein does not exceed one-third of the capacity of the hold or, where such a hold is divided by a shaft tunnel, one-half of the capacity of that hold ; or

(c) to a compartment other than a hold if bagged grain or other suitable cargo therein is tightly stored in the wings to a width at any point of not less than 20 per cent of the corresponding breadth of the ship ; or

(d) to those parts of a compartment where the maximum breadth of the deckhead within such parts does not exceed one-half of the moulded breadth of the ship.

(3) If any compartment is partly filled with bulk grain, the bulk grain shall be topped off with bagged grain or other suitable cargo tightly stowed and extending to a height of not less than 4 feet in those parts of a compartment

which are divided by a longitudinal bulkhead or shifting boards, and to a height of not less than 5 feet in those parts of a compartment which are not so divided :

Provided that in the case of a compartment which is a hold in which the bulk grain does not exceed one-third of the capacity of the compartment, or one-half of the capacity of the compartment where it is divided by a shaft tunnel, the depth of the bagged grain or, other suitable cargo shall not be less than 4 feet ; and the bagged grain or other suitable cargo shall be supported on suitable platforms laid over the whole surface of the bulk grain, the platforms to consist of bearers spaced not more than 4 feet apart with 1 inch boards laid thereon spaced not more than 4 inches apart, or of strong separation cloths with adequate over-lapping.

8. Except in ships in which a metacentric height of not less than 12 inches in the case of single deck or two deck ships, and not less than 14 inches in the case of other ships, is maintained throughout the voyage, not more than two compartments may be partly filled with bulk grain ; but other compartments in ships not within the exception may be partly filled with bulk grain if they are filled up to the deckhead with bagged grain or other suitable cargo.

Limitation on number of partly filled compartments.

9. Bulk grain shall not be carried in compartments which are in the superstructure of a ship or in the 'tween decks of a two deck ship, or in the uppermost 'tween decks of a ship having more than two decks unless—

Bulk grain in 'tween decks and super-structures.

(a) a metacentric height of not less than 12 inches in the case of single deck or two deck ships and not less than 14 inches in the case of other ships is maintained throughout the voyage or, alternatively, the aggregate quantity of bulk grain or other cargo carried in such compartments does not exceed 28 per cent by weight of the remaining cargo and the master is satisfied that the ship will have adequate stability throughout the voyage ;

(b) the deck area of any part of such compartments which contains bulk grain and which is only partly filled is not to exceed 1,000 square feet ;

(c) all compartments in which bulk grain is stowed are subdivided by transverse bulkheads at intervals of not more than 100 feet or, if this distance is exceeded, the excess space is entirely filled with bagged grain or other suitable cargo.

10.—(1) The requirements of paragraphs 3 to 9 of this Schedule (which relate to stowage) shall not apply to ships in which the effect of any transverse shift of grain is limited by means of longitudinal divisions or other constructional feature so that the list resulting from a shift of grain and calculated from the assumptions referred to in sub-paragraph (2) below does not exceed 5 degrees at any stage of the voyage.

Stowage of specially suitable ships.

(2) In calculating the list referred to in sub-paragraph (1) above, the assumption shall be made that the grain surfaces which are levelled, or which are constrained by a boundary having an angle of inclination of less than 30 degrees to the horizontal, settle 2 per cent by volume and move through an angle of 12 degrees with their original surface, or of 8 degrees if overstowed in accordance with paragraph 7 of this schedule.

(3) Ships exempted under this paragraph shall carry a grain loading plan and sufficient stability information to show that, for the stowage arrangements to be adopted, the calculated list referred to in sub-paragraph (1) above, is not exceeded.

Water
ballast tanks.

11. Where double bottom tanks are taken into account in calculating the metacentric height referred to in paragraphs 3, 4, 7, 8 and 9 of this Schedule or in calculating the list referred to in paragraph 10 of this Schedule they shall have adequate watertight longitudinal sub-divisions, unless the width of any such tanks measured at half length does not exceed 60 per cent of the ship's moulded breadth.

Bagged
grain.

12. Bagged grain shall be carried in sound bags which shall be securely closed and, except as provided in sub-paragraph (b) of paragraph 15 of this Schedule, well filled.

Loading of
home trade
ships.

13. Except in regard to the stowage of bulk grain in the 'tween decks of a two deck ship or the uppermost 'tween decks of a ship having more than two decks, the foregoing requirements of this Schedule shall not apply to any home-trade ship in which bulk grain is carried provided that the precautions to prevent the grain from shifting required by paragraphs 14 and 15 of this Schedule are taken.

Stowage of
full com-
partments
in home
trade ships.

14. In home-trade ships the stowage in any compartment which is entirely filled with bulk grain shall be as follows—

(a) the grain shall be trimmed tightly into the wings, ends and beam spaces ; and

(b) the hatchway shall contain not less than 4 per cent of the quantity of bulk grain carried below deck level in the compartment which it feeds or in the alternative, the bulk grain beneath the hatchway shall be trimmed in the form of a saucer and topped off with bagged grain or other suitable bagged cargo in the manner specified in head (c) (ii) of paragraph 3 (2) of this Schedule.

Stowage of
partly filled
compart-
ments in
home trade
ships.

15.—(1) Subject to sub-paragraph (2) below, in home-trade ships the stowage in any compartment which is partly filled with bulk grain shall comply with the requirements of paragraph 7 of this Schedule.

(2) Not more than two compartments may be stowed, and stowage shall be effected either—

(a) by levelling off and overstowing the bulk grain with at least two tiers of bagged grain laid on separation cloths, or with other suitable cargo supported on platforms or separation cloths ; or

(b) by way of any of the following procedures, and where under method 3 bags are used they shall be loosely filled, and where used in the construction of bulkheads they shall be arranged with their mouths laid towards the bulk grain, that is to say—

(i) The bulk grain shall be divided from the empty space in the hold by one of the following methods—

Method 1.—A transverse vertical wood grain-tight bulkhead shall be fitted in the fore part of the compartment in such a way as to reduce the capacity of the compartment to that required for the stowage of the grain :

Method 2.—A strongly and tightly constructed transverse vertical bulkhead of bagged grain shall be used. The bulkhead shall contain sufficient rows of bags laid in a fore and aft direction to enable it to withstand the effects of pitching and scending during the voyage.

Its foundation shall be on the floor of the compartment and shall consist of not less than four rows of bags; and where adequate support is maintained, the bulkhead may be narrowed to two rows of bags at the top:

Method 3.—A sloping bulkhead shall be constructed of stepped bags of grain. The bags shall be packed tightly together and bedded into the grain in a fore and aft direction. They shall lie horizontally and overlap not less than one-half of their length. The lowest tier shall be arranged so as to rest upon a firm and solid foundation and shall be placed on the floor of the compartment or on separation cloths laid on a levelled grain surface reaching to one of the ship's transverse bulkheads. The bags shall be well locked into the frames at the ship's side and a double tier shall be laid at the sides of the compartment. The bulkheads shall be secured in the hatchway and the top tier of bags shall be so wedged tightly against the web beams or the hatch end coamings that they will be secured against fore and aft movement:

(ii) The bulk grain shall be stowed in such a way as to confine its loose surface within the limits of the hatchway in such a manner that it will serve as a feeder, the part of the compartment containing bulk grain shall be entirely filled and the grain so confined as to prevent any of it getting into the empty part of the compartment; and the bulk grain shall be trimmed tightly into one end of the compartment; the wings and beam spaces shall be filled, and as much grain as possible shall be stowed at the same end of the hatchway to ensure a sufficient supply for feeding purposes:

(iii) Where the bulk grain is insufficient to reach up into the hatchway the grain surface shall be trimmed level athwartships and the fore and aft slope reduced considerably below the natural angle of repose and the surface of the grain shall be secured by not less than two tiers of bagged grain or by other suitable cargo tightly stowed. The bagged grain or other suitable cargo shall be supported on suitable platforms or on strong separation cloths laid over the whole surface of the bulk grain.

GRAIN FITTINGS

16. All timber used for grain fittings shall be of good sound quality and of a type and grade which has been proved to be satisfactory for this purpose. The actual finished dimensions of the timber shall be in accordance with the dimensions specified hereinafter in this Schedule. Plywood of an exterior type bonded with waterproof glue and fitted so that the direction of the grain in the face plies is perpendicular to the supporting uprights or binder, may be used provided that its strength is equivalent to that of solid timber of the appropriate scantlings.

General.

17.—(1) Shifting boards shall have a thickness of not less than 2 inches and shall be fitted grain-tight and, where necessary, supported by uprights.

Shifting boards.

(2) The maximum unsupported span for shifting boards of various thicknesses shall be as follows:—

Thickness	Maximum unsupported span
2 inches	8 feet
2½ inches	11 feet
3 inches	13 feet

(3) The ends of all shifting boards shall be securely housed with a 3-inch minimum bearing length.

(4) Where 2½-inch or 3-inch shifting boards are used, the boards may be butt-jointed in way of the uprights and at least 4 inches of board shall be supported. Where 2-inch shifting boards are used the joints shall overlap by at least 9 inches at the uprights.

(5) Where no permanent grain-tight divisions exist, wood filling pieces of the same thickness as the shifting boards shall be securely fitted grain-tight between the beams.

Uprights.

18.—(1) The horizontal distances between the centres of the uprights shall be appropriate for the spans of boards in paragraph 17 (2) of this Schedule and in no case greater than 13 feet. Unless means are provided to prevent the ends of uprights being dislodged from their sockets the depth of housing at each end of every upright shall be not less than 3 inches. If an upright is not secured at the top, the uppermost shore or stay shall be not more than 18 inches down from the deck or top of the upright.

(2) The vertical unsupported span of an upright supported on each side by wood shores complying with the requirements of paragraph 19 (2) of this Schedule or by wire stays complying with the requirements of paragraph 20 (1) of this Schedule shall be either the distance between the shores or stays or the distance from the ends of the upright to the nearest shore or stay whichever is the greater.

(3) Wood uprights shall consist of two planks, one on each side of the shifting boards. They shall be throughbolted in a reeled pattern at alternate boards and shall conform with the scantlings given in the following Table 1—

TABLE 1
SCANTLINGS OF DOUBLE WOOD PLANK UPRIGHTS IN INCHES

Vertical Unsupported Span in feet				Horizontal Distance between Centres of Uprights in feet						
				7	8	9	10	11	12	13
Holds										
Up to 6	..	..	..	10×2	10×2	10×2	10×2	10×2	10×2	10×2
8	..	..	..	10×2	10×2	10×2	9×3	9×3	9×3	9×3
10	..	..	..	9×3	9×3	9×3	9×3	9×3	9×3	11×3
12	..	..	..	9×3	9×3	9×3	11×3	11×3	11×3	9×4
14	..	..	..	11×3	11×3	11×3	9×4	9×4	9×4	12×4
16	..	..	..	9×4	9×4	9×4	9×4	12×4	12×4	12×4
18	..	..	..	9×4	9×4	12×4	12×4	12×4	12×4	—
20	..	..	..	12×4	12×4	12×4	12×4	—	—	—
22	..	..	..	12×4	12×4	—	—	—	—	—
"Tween Decks and Superstructures										
Up to 6	..	..	..	10×2	10×2	10×2	10×2	10×2	10×2	10×2
8	..	..	..	10×2	10×2	10×2	9×3	9×3	9×3	9×3
10	..	..	..	9×3	9×3	9×3	11×3	11×3	11×3	11×3
12	..	..	..	11×3	11×3	11×3	11×3	9×4	9×4	9×4
14	..	..	..	11×3	9×4	9×4	9×4	12×4	12×4	12×4
16	..	..	..	9×4	12×4	12×4	12×4	12×4	12×4	—
18	..	..	..	12×4	12×4	12×4	—	—	—	—
Thickness of Horizontal Boards in inches				2	2	2½	2½	2½	3	3

At intermediate vertical spans or horizontal distances the scantlings applicable to the next higher span or spacing shall apply.

(4) Steel uprights shall conform with the section moduli given in the following Table 2—

TABLE 2
SECTION MODULUS OF STEEL UPRIGHTS IN INCHES³

Vertical Unsupported Span in feet	Horizontal Distance between Centres of Uprights in feet						
	7	8	9	10	11	12	13
Holds							
Up to 6	1.62	1.85	2.08	2.31	2.54	2.78	3.00
8	2.32	2.65	2.98	3.31	3.64	3.97	4.30
10	3.47	3.97	4.46	4.96	5.46	5.95	6.45
12	4.63	5.29	5.95	6.61	7.27	7.93	8.59
14	5.78	6.61	7.43	8.26	9.09	9.91	10.74
16	6.94	7.94	8.93	9.92	10.91	11.90	12.90
18	8.10	9.26	10.41	11.57	12.73	13.88	15.04
20	9.25	10.58	11.90	13.22	14.54	15.86	17.19
22	10.42	11.90	13.39	14.88	16.37	17.86	19.34
24	11.57	13.22	14.88	16.53	18.18	19.84	21.49
26	12.74	14.55	16.36	18.18	20.00	21.82	23.63
28	13.89	15.87	17.86	19.84	21.82	23.81	25.79
30	15.04	17.19	19.34	21.49	23.64	25.79	27.94
32	16.20	18.51	20.83	23.14	25.45	27.77	30.08
34	17.35	19.83	22.31	24.79	27.27	29.75	32.23
36	18.52	21.16	23.81	26.45	29.10	31.74	34.39
38	19.67	22.48	25.29	28.10	30.91	33.72	36.53
40	20.83	23.81	26.78	29.76	32.74	35.71	38.69
Tween Decks and Superstructures							
Up to 6	1.85	2.11	2.38	2.64	2.90	3.17	3.43
8	2.78	3.18	3.57	3.97	4.37	4.76	5.16
10	3.62	4.14	4.65	5.17	5.69	6.20	6.72
12	5.06	5.78	6.51	7.23	7.95	8.68	9.40
14	6.51	7.44	8.37	9.30	10.23	11.16	12.09
16	7.95	9.09	10.22	11.36	12.50	13.63	14.76
18	9.40	10.74	12.09	13.43	14.77	16.12	17.46
Thickness of Horizontal Boards in inches	2	2	2½	2½	2½	3	3

At intermediate vertical spans or horizontal distances the section modulus of steel uprights shall be obtained by interpolation.

(5) Where uprights are formed by two angle bars or other sections, one fitted each side of the shifting boards and throughbolted at alternate boards, the effective section modulus shall be taken as 70 per cent of the section modulus obtained by considering each angle bar or section to be fully effective about the neutral axis of the combined section.

(6) Uprights constructed of metals other than steel shall be of equivalent strength to the uprights referred to in the said Table 2.

19.—(1) Any wood shore shall be in a single piece and shall be securely fixed at each end and heeled against the permanent structure of the ship except that it shall not bear directly against the side plating of the ship.

Shores.

(2) Subject to the provisions of sub-paragraphs (3) and (4) of this paragraph the minimum size of wood shores shall be as follows :—

<i>Length of Shore</i>				<i>Rectangular section in inches</i>	<i>Diameter of circular section in inches</i>
Not exceeding 10 feet	..	..	..	6×4	5½
Over 10 but not exceeding 16 feet	..	..	..	6×6	6½
Over 16 but not exceeding 20 feet	..	..	..	6×6	7
Over 20 but not exceeding 24 feet	..	..	..	8×6	7½
Over 24 but not exceeding 28 feet	..	..	..	8×6	8
Exceeding 28 feet	..	..	..	8×6	8½

Shores of 24 feet or more in length shall be securely bridged at approximately mid-length.

(3) Where the vertical unsupported span of the upright is less than 8 feet or the horizontal distance between the uprights is less than 13 feet, the size of the shore may be reduced in proportion.

(4) Where the angle of the shore to the horizontal exceeds 10 degrees the next larger shore to that required by sub-paragraph (2) of this paragraph shall be fitted provided that in no case shall the angle between any shore and the horizontal exceed 45 degrees.

Stays.

20.—(1) Where stays are used the following provisions shall apply :—

(a) the stays shall be fitted horizontally and shall be of 3-inch circumference galvanised flexible steel wire rope of 6×12 construction having a breaking strength of not less than 18.6 tons ;

(b) the rigging screws shall be 1½ inches in diameter and shall be fitted in accessible positions ;

(c) the shackles shall be 1 inch ;

(d) the eye bolts through the uprights shall be 14 inches ; and

(e) either eye plates of 1-inch thickness shall be securely attached to the side stringers or frames, or 1-inch shackles passed through the frame.

(2) Where shifting boards do not extend to the full depth of the hold the shifting boards and their uprights shall be supported or stayed so as to be as efficient as shifting boards which do extend to the full depth of the hold.

Feeders and bulkheads.

21. Feeders and bulkheads shall be of sufficient strength to withstand the pressure of the grain and shall be grain-tight.

Construction of wood feeders.

22.—(1) The construction of wood feeders shall conform to either of the specifications and methods set out in sub-paragraphs (2) and (3) of this paragraph.

(2) In feeders constructed of horizontal boards and supported by uprights the following provisions shall apply :—

(a) *Boards.*—The unsupported span of 2½-inch boards shall not exceed the maximum permitted unsupported spans specified in Tables 3 and 4 set out below for feeder sides and feeder ends respectively. The unsupported span for boards of a thickness greater than 2½-inches shall not exceed that obtained by modifying the span specified in the aforesaid Tables in direct proportion to the thickness of the board.

TABLE 3

**MAXIMUM PERMITTED UNSUPPORTED SPAN OF 2½-INCH HORIZONTAL
BOARDS ON FEEDER SIDES IN FEET**

Height of Feeder in feet	Breadth of Feeder in feet							
	4	8	12	16	20	24	28	32
8	10.2	8.35	7.45	6.9	6.55	6.3	6.1	5.95
10	9.85	7.95	7.0	6.5	6.15	5.9	5.7	5.55
12	9.6	7.6	6.7	6.2	5.85	5.6	5.4	5.25
14	9.4	7.3	6.45	5.95	5.6	5.35	5.15	5.0
16	9.25	7.1	6.25	5.75	5.4	5.15	4.95	4.8
18	9.15	6.95	6.1	5.6	5.25	5.0	4.8	4.65
20	9.15	6.85	6.0	5.45	5.1	4.85	4.65	4.5
22	9.15	6.9	5.9	5.35	5.0	4.75	4.55	4.4
24	9.15	6.8	5.85	5.25	4.9	4.65	4.45	4.3

At intermediate feeder heights or breadths the maximum unsupported span 2½-inch boards shall be obtained by interpolation.

TABLE 4

**MAXIMUM PERMITTED UNSUPPORTED SPAN OF 2½-INCH HORIZONTAL
BOARDS ON FEEDER ENDS IN FEET**

Height of Feeder in feet	Length of Feeder in feet							
	4	8	12	16	20	24	28	32
8	11.8	10.55	10.55	10.55	10.55	10.55	10.55	10.55
10	11.35	9.55	9.55	9.35	9.35	9.35	9.35	9.35
12	10.9	8.9	8.45	8.45	8.45	8.45	8.45	8.45
14	10.55	8.5	7.8	7.8	7.8	7.8	7.8	7.8
16	10.3	8.2	7.4	7.25	7.25	7.25	7.25	7.25
18	10.2	8.05	7.15	6.85	6.8	6.8	6.8	6.8
20	10.2	8.0	7.0	6.55	6.4	6.4	6.4	6.4
22	10.2	8.0	6.85	6.3	6.1	6.1	6.1	6.1
24	10.2	8.0	6.75	6.1	5.85	5.85	5.85	5.85

At intermediate feeder heights or lengths the maximum unsupported span of 2½-inch boards shall be obtained by interpolation.

(b) *Feeder Uprights*.—The section modulus in inches³ of uprights used to support the horizontal boards shall be not less than that given by the expression $1.5 P s h_1$ in the case of wood uprights or the expression $0.15 P s h_1$ in the case of steel uprights where—

P = pressure load in tons per foot length of feeder side, or breadth of feeder end, on the portion of feeder side or feeder end supported by the upright, obtained respectively from Tables 5 and 6 set out below;

s = half the distance in feet between the nearest upright or support on each side; and

h_1 = unsupported height of upright in feet.

The scantlings of uprights at feeder corners shall be sufficient to withstand the combined stresses due to feeder side and end loading.

Uprights constructed of metals other than steel shall be of equivalent strength to the uprights referred to in the aforesaid Table 5.

TABLE 5
PRESSURE LOAD IN TONS PER FOOT LENGTH OF FEEDER SIDE

Height of Feeder in feet	Breadth of Feeder in feet							
	4	8	12	16	20	24	28	32
6	0.32	0.46	0.54	0.61	0.67	0.73	0.78	0.83
8	0.48	0.7	0.84	0.96	1.06	1.15	1.23	1.3
10	0.65	0.98	1.19	1.36	1.5	1.63	1.74	1.84
12	0.83	1.27	1.57	1.8	1.99	2.16	2.31	2.44
14	1.02	1.58	1.97	2.28	2.53	2.74	2.94	3.11
16	1.21	1.91	2.4	2.79	3.11	3.37	3.62	3.84
18	1.41	2.26	2.85	3.33	3.72	4.04	4.34	4.61
20	1.61	2.62	3.32	3.89	4.36	4.75	5.1	5.43
22	1.81	2.98	3.8	4.47	5.03	5.50	5.9	6.29
24	2.01	3.35	4.31	5.06	5.72	6.28	6.77	7.2

At intermediate feeder heights or breadths the pressure load per foot length of feeder side shall be obtained by interpolation.

TABLE 6
PRESSURE LOAD IN TONS PER FOOT BREADTH OF FEEDER END

Height of Feeder in feet	Length of Feeder in feet							
	4	8	12	16	20	24	28	32
6	0.18	0.19	0.19	0.19	0.19	0.19	0.19	0.19
8	0.30	0.34	0.34	0.34	0.34	0.34	0.34	0.34
10	0.43	0.53	0.53	0.53	0.53	0.53	0.53	0.53
12	0.57	0.74	0.77	0.77	0.77	0.77	0.77	0.77
14	0.72	0.97	1.04	1.04	1.04	1.04	1.04	1.04
16	0.88	1.23	1.35	1.36	1.36	1.36	1.36	1.36
18	1.02	1.49	1.68	1.72	1.72	1.72	1.72	1.72
20	1.18	1.75	2.02	2.11	2.13	2.13	2.13	2.13
22	1.34	2.02	2.38	2.52	2.57	2.57	2.57	2.57
24	1.5	2.28	2.75	2.96	3.06	3.06	3.06	3.06

At intermediate feeder heights or lengths the pressure load per foot length of feeder end shall be obtained by interpolation.

(c) *Wire stays.*—The breaking strength in tons of horizontal wire stays used to support feeder side or end uprights shall be not less than that given by the expression $3P_1s$ where—

P_1 = pressure load in tons per foot length of feeder side, or breadth of feeder end, on the portion of feeder side or feeder end supported by the wire stay, obtained respectively from Tables 5 and 6 set out above; and

s = half the distance in feet between the nearest upright or support on each side.

(d) *Shores.*—The moment of inertia in inches⁴ of shores used to support feeder side or end uprights shall be not less than that given by

the expression, $\frac{P_1sl_1^3}{16.3 \cos \phi}$ in the case of wood shores or the expression

$\frac{P_1sl_1^3}{308 \cos \phi}$ in the case of steel shores where—

P_1 = pressure load in tons per foot length of feeder side, or breadth of feeder end, on the portion of feeder side or feeder end supported by the shore, obtained respectively from Tables 5 and 6 set out above ;

a = half the distance in feet between the nearest upright or support on each side ;

l_1 = length of shore in feet ; and

θ = inclination of the shore to the horizontal which shall be not greater than 45 degrees.

(3) In feeders constructed of vertical boards the following provisions shall apply :—

(a) *Boards.*—The thickness of vertical boards shall be not less than that given by the expression $\frac{\sqrt{3Ph_1}}{2}$ where—

P_1 = Pressure load in tons per foot length of feeder side, or breadth of feeder end, on the portion of feeder side or feeder end supported by the boards, obtained respectively from Tables 5 and 6 set out above ; and

h_1 = unsupported span of boards in feet.

(b) *Binders.*—The section modulus in inches³ of horizontal binders used to support the vertical boards shall be not less than that given by the expression $1.5 P_1 s_1^3$ in the case of wood binders or the expression $0.15 P_1 s_1^3$ in the case of steel binders where—

P_1 = pressure load in tons per foot length of feeder side, or breadth of feeder end, on the portion of feeder side or feeder end supported by the binder, obtained respectively from Tables 5 and 6 set out above. The vertical extent of the feeder supported by the binder shall be taken as half the distance between the nearest supports above and below the binder ; and

s_1 = unsupported length of binder in feet.

Binders constructed of metals other than steel shall be of equivalent strength to steel binders.

Where binders are formed by two planks or metal angle bars or other sections, one fitted each side of the vertical boards and throughbolted at alternate boards, the effective section modulus shall be taken as 70 per cent of the section modulus obtained by considering each plank or metal angle bar or other section to be fully effective about the neutral axis of the combined section.

(c) *Wire stays.*—The breaking strength in tons of horizontal wire stays used to support binders shall be not less than that given by the expression $3 P_1 s_2$ where—

P_1 = pressure load in tons per foot length of feeder side or breadth of feeder end on the portion of feeder side or feeder end supported by the binder, obtained respectively from Tables 5 and 6 set out above. The vertical extent of the feeder supported by the binder shall be taken as half the distance between the nearest supports above and below the binder ; and

s_2 = half the distance in feet between the nearest support on each side.

(d) *Shores*.—The moment of inertia in inches⁴ of shores used to support binders shall be not less than that given by the expression $\frac{P_1 s_1 l_1^3}{16.3 \cos \theta}$ in the

case of wood shores or the expression $\frac{P_1 s_1 l_1^3}{308 \cos \theta}$ in the case of steel shores where—

P_1 and s_1 have the same meanings as given in the preceding subparagraph ;

θ = the inclination of the shore to the horizontal, which shall be not greater than 45 degrees ; and

l_1 = length of shore in feet.

Construction of Wood bulkheads.

23. The construction of wood bulkheads, which are neither feeder sides nor feeder ends and which are subject to grain pressure on one side only, shall conform to either of the specifications and methods set out for the construction of feeders in paragraphs 22 (2) or 22 (3) of this Schedule in the following manner :—

(a) the scantlings of longitudinal wood bulkheads shall be calculated in the manner prescribed for the calculation of scantlings of feeder sides ;

(b) the scantlings of transverse wood bulkheads shall be calculated in the manner prescribed for the calculation of scantlings of feeder ends ;

(c) when using Tables 3, 4, 5 and 6 set out in paragraph 22 above to calculate the scantlings of such bulkheads, references to height, breadth and length of any feeder shall be assumed to be references to the height, breadth and length of the compartment bounded by such bulkheads.

Feeding holes.

24. Where the depth of the hatchway end beams or side girders exceed 15 inches below the surface of the deck, feeding holes spaced approximately 2 feet apart shall be provided as near to deck level as practicable to allow the grain to flow through such beams or girders into the compartments. Such feeding holes shall be 2 inches in diameter where the depth of the hatchway end beams or side girders exceeds 15 inches but does not exceed 18 inches, and 3½ inches in diameter where such depth exceeds 18 inches.

MADE at Lagos this 1st day of November 1967.

J. S. TARKA,
Commissioner for Transport

EXPLANATORY NOTE

(This Note does not form part of the rules but is intended to explain their purpose)

These rules are designed to supersede the Merchant Shipping (Grain) Rules 1964, and are intended to permit relaxation, in accordance with the requirements of the International Convention for the Safety of Life at Sea 1960, where ships meet certain requirements as to stability, of certain of the provisions requiring installation of particular fittings to prevent grain from shifting.

L.N. 110 of 1937

LABOUR CODE ACT (CHAPTER 91)

Labour Code (Trade Union Contributions No. 26) Order 1967

Commencement : 1st November 1967

In exercise of the powers conferred on me by section 27A of the Labour Code Act, as modified by the Constitution (Suspension and Modification) Decree 1966, and the Constitution (Miscellaneous Provision) Decree 1967, and of all other powers enabling me in that behalf, I hereby make the following Order :

1. This Order may be cited as the Labour Code (Trade Union Contributions) Order 1967 and shall apply throughout the Federation.

2. The Trade Union specified in the first column of the Schedule hereto is hereby approved for the purpose of section 27A (1) of the Labour Code Act with effect from the date specified in the second column of the Schedule.

SCHEDULE

<i>Name of Trade Union</i>	<i>Date</i>
G.L. Gaiser (Nigeria) Limited Workers' Union	1-11-67

DATED at Lagos this 26th day of October 1967.

ANTHONY ENAHORO,
*Commissioner for Labour and
Information*

Citation
and applica-
tion.

Trade Union
approved by
the Com-
missioner
for
Labour
pursuant to
section 27A
(2) Cap. 91.

L.N. 111 of 1967

LABOUR CODE ACT (CHAPTER 91)

Labour Code (Trade Union Contributions No. 27) Order 1967

Commencement : 1st November 1967

In exercise of the powers conferred on me by section 27A of the Labour Code Act, as modified by the Constitution (Suspension and Modification) Decree 1966, and the Constitution (Miscellaneous Provision) Decree 1967, and of all other powers enabling me in that behalf, I hereby make the following Order :

1. This Order may be cited as the Labour Code (Trade Union Contributions) Order 1967 and shall apply throughout the Federation.

2. The Trade Union specified in the first column of the Schedule hereto is hereby approved for the purpose of section 27A (1) of the Labour Code Act with effect from the date specified in the second column of the Schedule.

SCHEDULE

<i>Name of Trade Union</i>	<i>Date</i>
West African Institute for Oil Palm Research Workers' Union.	1-11-67

DATED at Lagos this 26th day of October 1967.

ANTHONY ENAHORO,
*Commissioner for Labour and
Information*

Citation
and
application.

Trade Union
approved by
the Commis-
sioner for
Labour
pursuant to
section 27A
(2) Cap. 91.

L.N. 112 of 1967

LABOUR CODE ACT (CHAPTER 91)

Labour Code (Trade Union Contributions No. 28) Order 1967

Commencement : 1st November 1967

In exercise of the powers conferred on me by section 27A of the Labour Code Act, as modified by the Constitution (Suspension and Modification) Decree 1966, and the Constitution (Miscellaneous Provision) Decree 1967, and of all other powers enabling me in that behalf, I hereby make the following Order :

Citation
and
application.

1. This Order may be cited as the Labour Code (Trade Union Contributions) Order 1967 and shall apply throughout the Federation.

Trade Union
approved by
the Commis-
sioner for
Labour
pursuant to
section 27A
(2) Cap. 91.

2. The Trade Union specified in the first column of the Schedule hereto is hereby approved for the purpose of section 27A (1) of the Labour Code Act with effect from the date specified in the second column of the Schedule.

SCHEDULE

<i>Name of Trade Union</i>	<i>Date</i>
Nigerian Enamelware Limited African Workers' Union	1-11-67

DATED at Lagos this 26th day of October 1967.

ANTHONY ENAHORO,
*Commissioner for Labour and
Information*

L.N. 113 of 1967

PHARMACISTS ACT 1964

(1964 No. 26)

Pharmacists Act (Effective Date for Certain Provisions)

Order 1967

In exercise of the powers conferred upon him by section 16 (3) of the Pharmacists Act 1964 and of all other powers enabling him in that behalf the Federal Commissioner for Health hereby makes the following Order :—

Effective
date or
amendment,
etc. of
Pharmacy
Act.
Cap. 152.

1. The Third and Fourth Schedules to the Pharmacists Act 1964 shall have effect as from 30th January 1965 (being the date of the coming into force of that Act) and accordingly as at that date the provisions of the Pharmacy Act shall be amended or repealed as the case may require and the short title thereof shall be changed, as prescribed in those Schedules, and in section 17 of the first mentioned Act respectively.

Citation,
etc.
1964 No. 26.

2. This Order may be cited as the Pharmacists Act (Effective Date for Certain Provisions) Order 1967 and shall apply throughout the Federation to the same extent as the Pharmacists Act 1964 applies therein.

MADE at Lagos this 1st day of November 1967.

J. A. ADETORO,
Federal Commissioner for Health

L.N. 114 of 1967

MERCHANT SHIPPING ACT 1962
(1962 No. 30)

**MINISTERS STATUTORY POWERS AND DUTIES
(MISCELLANEOUS PROVISIONS) ACT (CAP. 122)**

The Merchant Shipping Act (Delegation of Powers) Notice 1967

Commencement : 27th September 1967

In exercise of the powers conferred on him by section 414 of the Merchant Shipping Act 1962 and section 3 of the Ministers Statutory Powers and Duties (Miscellaneous Provisions) Act, and of all other powers enabling him in that behalf, the Commissioner for Transport hereby makes the following delegation :—

1. This notice may be cited as the Merchant Shipping Act (Delegation of Powers) Notice 1967. Citation.

2.—(1) The functions conferred on the Commissioner by the provisions of the Merchant Shipping Act 1962 mentioned in the first column of the Schedule hereto (which functions are for convenience of reference only described in the second column of the said Schedule) are hereby delegated to the respective officers specified in the third column of the said Schedule. Delegation of powers.
1962 No. 30.

(2) Nothing in this notice shall prevent the exercise by the Commissioner of any function hereby delegated.

SCHEDULE

<i>Merchant Shipping Act</i>	<i>Function delegated</i>	<i>Officer</i>
1. Section 7 (1) and (2)	To grant certificates of competency or to issue permits in lieu thereof.	Government Inspector of Shipping.
2. Section 8	To approve eye-sight tests.	Government Inspector of Shipping.
3. Section 14	To designate times and places of examination and to exercise all the powers of the Commissioner under section 14 (2).	Government Inspector of Shipping.
4. Section 16 (1)	To order Board of Enquiry into allegations made against holders of certificate of competency and to cancel or suspend certificates of competency.	Government Inspector of Shipping.
5. Section 43 (c)	To receive account from the proper officer in respect of the return of seamen left behind.	Superintendent.
6. Section 94 (5)	To appoint inspectors of provisions.	Permanent Secretary.
7. Section 136	To keep a register of all persons serving in Nigerian ships.	Superintendent.

SCHEDULE—continued

<i>Merchant Shipping Act</i>	<i>Function delegated</i>	<i>Officer</i>
8. Section 140	To dispense with transactions before the Superintendent.	Government Inspector of Shipping.
9. Section 141 (3)	To receive copy of endorsements on agreements.	Superintendent.
10. Section 145 (1) (a) and (b)	To receive and approve plans and specifications, and to order detention of ships whose plans and specifications have not been approved.	Government Inspector of Shipping.
11. Section 149 (8) and (9)	To give directions in relation to the content of a declaration of survey and to receive the declaration of survey.	Government Inspector of Shipping.
12. Section 150 (1)	To receive reports of Boards of Survey or Scientific Referees.	Government Inspector of Shipping.
13. Section 152 (4)	To grant permits for ships to clear from Nigeria.	Government Inspector of Shipping.
14. Sections 156 (3) and 159 (8)	To give directions as to manner of communication of notice to the Collector of Customs.	Government Inspector of Shipping.
15. Section 162	To appoint Radio Surveyors in conjunction with Ministry of Communications from officers in the public service.	Permanent Secretary.
16. Section 163	To issue certificate of survey.	Government Inspector of Shipping.
17. Section 164	To issue general safety certificate, short voyage safety certificate; and to issue exemptions certificate, qualified safety certificate or qualified short voyage safety certificate.	Government Inspector of Shipping.
18. Section 165	To issue safety equipment certificates, exemption certificates or qualified safety equipment certificates.	Government Inspector of Shipping.
19. Section 166	To issue radio certificates, exemption certificates, qualified radio certificates, and radio exemption certificates.	Government Inspector of Shipping.
20. Section 167	To issue the certificates referred to in section 167.	Government Inspector of Shipping.
21. Section 168	To transmit certificates issued under Part IV of the Act to persons specified in subsection (1), to cause notice of the transmission to be given to the owner, agent or master of the ship and to direct the granting of interim certificate of survey.	Government Inspector of Shipping.
22. Section 170 (1), (4) and (6)	To receive written notice and full particulars of alterations, to exercise all the powers of the Commissioner under Section 170 (4) and (6).	Government Inspector of Shipping.

SCHEDULE—continued

<i>Merchant Shipping Act</i>	<i>Function delegated</i>	<i>Officer</i>
23. Section 173 (1)	To exercise Commissioner's powers under section 173 (1).	Government Inspector of Shipping.
24. Section 174 (1)	To issue notices of cancellation of certificates.	Government Inspector of Shipping.
25. Section 175 (1), (2) and (4)	To receive expired or cancelled certificates under the provisions of subsections (1) and (2) and to order detention of a ship under subsection (4).	Government Inspector of Shipping.
26. Section 176.	To grant extension of any certificate issued under Part IV of the Act.	Government Inspector of Shipping.
27. Section 180 (1) and 181	To exercise the Commissioner's powers under these sections.	Government Inspector of Shipping.
28. Section 185(2) and (3)	To approve the forms which ships stability information should take and to receive information as to stability.	Government Inspector of Shipping.
29. Section 190(2)	To give permission for carrying of passengers in excess of specified numbers.	Government Inspector of Shipping.
30. Section 191(1)	To give permission to carry unberthed passengers in certain cases.	Government Inspector of Shipping.
31. Section 196(3)	To issue permits for fishing boats to carry passengers in certain circumstances.	Government Inspector of Shipping.
32. Section 200(1)	To exercise powers of the Commissioner under subsection (1) of the section.	Government Inspector of Shipping.
33. Section 202(3) and (4)	To exempt ships from carrying load line and to exercise the powers of the Commissioner under subsection (4).	Government Inspector of Shipping.
34. Section 203(2) (b)	To specify conditions of assignment of load line.	Government Inspector of Shipping.
35. Section 204(1)	To issue load line convention certificates and Nigerian load line certificates.	Government Inspector of Shipping.
36. Section 207(1) and (2)	To issue notices of cancellation and renewal of load line certificate.	Government Inspector of Shipping.
37. Section 208.	To exercise all the powers of the Commissioner under the section.	Government Inspector of Shipping.
38. Section 217(5)	To order release of ship from detention.	Government Inspector of Shipping.
39. Section 223(1)	To renew and cancel load line certificates of ships of other countries.	Government Inspector of Shipping.
40. Section 229	To exercise all the Commissioner's powers under the section.	Government Inspector of Shipping.
41. Section 231(4)	To furnish copies of collision rules on application of owner, master or person in command of a ship.	Government Inspector of Shipping.

SCHEDULE—continued

<i>Merchant Shipping Act</i>	<i>Function delegated</i>	<i>Officer</i>
42. Section 232(2), (4) and (5)	To direct notification of deficiency of equipment, to appoint a board of survey under subsection (4) and to exercise the Commissioner's powers under subsection (5).	Government Inspector of Shipping.
43. Section 240 (3)	To order signal stations and radio stations to transmit distress signals.	Government Inspector of Shipping.
44. Section 250 (1)	To make declarations as to proper magazine.	Government Inspector of Shipping.
45. Section 256 (1)	To appoint inspectors of wool, flax, tow and skins or other goods liable to spontaneous combustion.	Permanent Secretary.
46. Section 257 (1)	To issue permits to carry deck cargo.	Government Inspector of Shipping.
47. Section 260 (1), (3) and (8)	To detain or release unseaworthy Commonwealth ships and to receive report of detention or release of a ship under subsection (3) and to order inquiry into condition of ships anchors and cables.	Government Inspector of Shipping.
48. Section 262	To demand security for costs.	Government Inspector of Shipping.
49. Section 263	To detain unsafe foreign ships.	Government Inspector of Shipping.
50. Section 267	To appoint fit person to hold preliminary inquiries into shipping casualties and to receive report of such inquiries.	Government Inspector of Shipping.
51. Section 281 (2)	To publish in the <i>Gazette</i> result of examinations in respect of ships in distress.	Government Inspector of Shipping.
52. Section 284 (1) and (2)	To receive notice of wreck given by the Receiver.	Government Inspector of Shipping.
53. Section 304 (1)	To appoint registrars and ports of registry for the registration of ships.	Permanent Secretary.
54. Section 306 (3)	To order an enquiry where there is doubt as to title of ship.	Government Inspector of Shipping.
55. Section 307 (4)	To detain ships if evidence of ownership is not produced.	Government Inspector of Shipping.
56. Section 309 (2)	To accept other countries tonnage figures.	Government Inspector of Shipping.

SCHEDULE—continued

Merchant Shipping
Act

Function delegated

Officer

57. Section 310 (1)	To exercise Commissioner's powers under this subsection.	Government Inspector of Shipping.
58. Section 312 (4)	To recognize persons who may be termed "builders" in relation to ships.	Government Inspector of Shipping.
59. Section 317 (1)	To approve grants of new certificates of registry.	Government Inspector of Shipping.
60. Section 322 (1)	To approve provisional certificates of registry for ships which in a foreign country become Nigerian owned.	Government Inspector of Shipping.
61. Section 329 (1), (5) and (6)	To consent to transfer of registry to other Commonwealth countries and to consent to certificates of sale of a ship.	Government Inspector of Shipping.
62. Section 331	To give consent in writing on such terms and conditions as may be necessary.	Government Inspector of Shipping.
63. Section 345 (3)	To give consent in writing on such terms and conditions as may be necessary.	Government Inspector of Shipping.
64. Section 350	To consent to re-issue of certificate of sale or mortgage if lost.	Government Inspector of Shipping.
65. Section 355 (5)	To give consent to the registration of ships in different names.	Government Inspector of Shipping.
66. Sections 367 and 368	To exercise Commissioner's powers under the sections.	Government Inspector of Shipping.
67. Section 378	To exercise the Commissioner's powers under the section.	Government Inspector of Shipping.
68. Section 403	To have reports of inquiry into causes of death.	Government Inspector of Shipping.
69. Section 418	To appoint inspectors.	Permanent Secretary.
70. Section 426	To exercise Commissioner's powers under the section.	Government Inspector of Shipping.

MADE at Lagos this 27th day of September 1967.

J. S. TARKA,
Commissioner for Transport

L.N. 115 of 1967

IMMIGRATION ACT 1963
(1963 No. 6)

Elizabeth Yet Deportation Order 1967

Commencement : 11th November 1967

I, the Commissioner for Internal Affairs, being of opinion that with effect from 11th November 1967 ELIZABETH YET at present resident in Nigeria ought to be classed as a prohibited immigrant and acting under the powers conferred upon me by section 18 (3) of the Immigration Act 1963 hereby order the said ELIZABETH YET to be deported from Nigeria as a prohibited immigrant by the first available means and I direct that the said ELIZABETH YET shall thereafter remain out of Nigeria.

This Order may be cited as the ELIZABETH YET Deportation Order 1967.

MADE at Lagos this 11th day of November 1967.

KAM SELEM,
Commissioner for Internal Affairs

L.N. 116 of 1967

IMMIGRATION ACT 1963
(1963 No. 6)

Patricia Vincenty Deportation Order 1967

Commencement : 11th November 1967

I, the Commissioner for Internal Affairs, being of opinion that with effect from 11th November 1967 PATRICIA VINCENTY at present resident in Nigeria ought to be classed as a prohibited immigrant and acting under the powers conferred upon me by section 18 (3) of the Immigration Act 1963 hereby order the said PATRICIA VINCENTY to be deported from Nigeria as a prohibited immigrant by the first available means and I direct that the said PATRICIA VINCENTY shall thereafter remain out of Nigeria.

This Order may be cited as the PATRICIA VINCENTY Deportation Order 1967.

MADE at Lagos this 11th day of November 1967.

KAM SELEM,
Commissioner for Internal Affairs