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**MERCHANT SHIPPING (TRAINING INSTITUTIONS)
REGULATIONS 2010**



ARRANGEMENT OF REGULATIONS

Regulation :

1. Minister to Grant Recognition in Appropriate Case.
2. Training and Assessment.
3. Quality Standards.
4. Use of Simulators.
5. Chief Examiner.
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MERCHANT SHIPPING ACT

(2007 No. 27)

Merchant Shipping (Training Institutions) Regulations 2010

[9th March, 2010] Commence-
ment.

In exercise of the powers conferred upon me by Section 82 of the Merchant Shipping Act, 2007 and of all other powers enabling me in that behalf, I, IBRAHIM ISA BIO, Minister of Transportation, hereby make the following Rules :

1. The Minister may, if satisfied that a school of training offers adequate preparation of seafarers for certification, in accordance with the standards laid down in the Convention, by notice in the *Gazette* grant recognition to the institution.

Minister to Grant Recognition in Appropriate Case.

2. The Minister shall ensure that—

Training and Assessment.

(a) the training and assessment of seafarers who have undergone training in a school of training referred to in regulation 1 of these Regulations shall be administered, supervised and monitored in accordance with the provisions of section A-1/6 of the Code ; and

(b) those responsible for the training and assessment of the competence of seafarers, as required under the Convention, are appropriately qualified in accordance with the provisions of section A-1/6 of the Code for the type and level of training or assessment involved.

3.—(1) The Minister shall ensure that—

Quality Standards.

(a) in accordance with the provisions of section A-1/8 of the Code, all training and assessment of competence, certification, endorsement and revalidation activities carried out by non-governmental agencies or entities under his control are continuously monitored through a quality standards system to ensure achievement of defined objectives, including those relating to the qualifications and experience of instructors and assessors ;

(b) where governmental agencies or entities perform such activities, there shall be a quality standards system ; and

(c) an evaluation is periodically undertaken in accordance with the provisions of section A-1/8 of the Code by qualified persons who are not themselves involved in the activities concerned.

4. The Minister shall ensure that the performance standards and other provisions set forth in section A-1/12 and such other requirements as are prescribed in Part A of the Code for any certificate concerned are complied with in respect of—

Use of Simulators.

B 020
(a) all mandatory simulator-based training ;

(b) any assessment of competency required by Part A of the Code which is carried out by means of a simulator ; and

(c) any demonstration, by means of a simulator, of continued proficiency required by Part A of the Code.

Chief
Examiner.

5. The Minister shall designate a suitably qualified master mariner or chief engineer as chief examiner for the purpose of conducting examinations of all categories of seafarers in accordance with the standards laid down by the Convention and the chief examiner may by notice publish directions regarding the nature, details and conduct of the said examinations.

Interpretation.

6. In these Regulations—

“Act” means the Merchant Shipping Act ;

“*certificate of competency*” means an appropriate certificate issued by the Minister ;

“Code” means the Seafarers' Training Certification and Watchkeeping Code adopted by the 1995 Conference of parties to the International Convention on Standards of Training Certification and Watchkeeping for Seafarer, 1978 ;

“Convention” means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended on 7 July 1995 ;

“*school of training*” means an educational institution which has the main objective of training of seafarers for sea service in accordance with the requirements of the Convention.

Citation:

7. These Regulations may be cited as the Merchant Shipping (Training Institutions) Regulation 2010.

MADE at Abuja this 9th day of March, 2010.

IBRAHIM ISA BIO
Minister of Transportation

MERCHANT SHIPPING (TRAINING AND CERTIFICATION OF SEAFARERS) REGULATIONS



ARRANGEMENT OF REGULATIONS

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SCHEDULE
MANDATORY MINIMUM
REQUIREMENTS

MERCHANT SHIPPING ACT

(2007 No. 27)

Merchant Shipping (Training and Certification of Seafarers) Regulations 2010[9th March, 2010] Commence-
ment.

In exercise of the powers conferred upon me by Section 82 of the Merchant Shipping Act, 2007 and of all other powers enabling me in that behalf, I, INIRAHIM ISA BIO, Minister of Transportation, hereby make the following Rules :

1. A person is qualified as an officer if he holds a certificate of competency, or a certificate treated as equivalent to a certificate of competency, pursuant to regulation 7 of these Regulations in one of the following capacities— Qualification
as an officer.

- (a) master ; or
- (b) chief mate ; or
- (c) officer in charge of a navigational watch ; or
- (d) chief engineer officer ; or
- (e) second engineer officer ; or
- (f) officer in charge of an engineering watch ; or
- (g) radio operator.

2.—(1) The Minister may recognise a certificate of competency issued by or under the authority of another State party to the Convention to a master, officer or radio operator if the Minister is satisfied that— Recognition
of
certification.

(a) the requirements of the Convention relating to standards of competence, the issue and endorsement of certificates and record-keeping have been fully complied with ; and

(b) prompt notification has been given to the Authority of any significant change in the arrangements for training and certification provided in compliance with the Convention.

(2) Where the Minister recognises a certificate pursuant to paragraph (1) of this regulation, the Minister shall endorse the certificate to attest to its recognition.

(3) The endorsement shall be in form of a separate document, in accordance with the provisions of the Convention.

(4) Where, pursuant to paragraph 2 (1) (a) of this regulation, the Minister recognises the standard of competency required for the issuance of a certificate by the authority of a State party to the Convention, outside Nigeria, as one of the standards to be attained for officers qualified for the purposes of these

Regulations, any condition specified by the Minister for the issue of a certificate of equivalent competency shall be limited to aptitude tests for the purpose of assessing the applicant's ability to pursue the profession of officer on a Nigerian ship, training and related-assessment procedures, which differ substantially from those covered by the applicant's certificate which was issued by that State party.

Validity of
certificates.

3.—(1) A master, every deck officer or an engineer officer who holds a certificate and is serving at sea or intends to return to sea after a period ashore shall, in order to continue to qualify for sea-going service, be required at regular intervals, not exceeding five years, to satisfy the Minister as to his—

- (a) medical fitness, particularly regarding eyesight and hearing ; and
- (b) professional competence.

(2) The professional competence required under paragraph (1) of this regulation, shall be shown by—

(a) approved sea-going service as master, deck or engineer officer as appropriate of at least one year during the preceding five years ; or

(b) virtue of having performed functions relating to the duties appropriate to the grade of certificate held which are considered to be at least equivalent to the sea-going service required in sub-paragraph (a) of this paragraph ; or

(c) one of the following—

(i) passing an approved course ; or

(ii) successfully completing an approved course ; or

(iii) having completed an approved sea-going service as a deck or engineer officer for a period of not less than three months in a supernumerary capacity immediately before taking up the rank to which he is entitled by virtue of his certificate.

PART II—GENERAL PROVISIONS

Certification
requirement.

4. A certificate for master, deck and engineer officer shall be issued to a candidate who, to the satisfaction of the Minister, meets the requirement for service, age, medical fitness, training, qualifications and examinations in accordance with the appropriate provisions of these Regulations.

Proof of
nationality.

5.—(1) A Nigerian applicant for a certificate of any grade shall be required to produce proof of his nationality.

(2) An applicant from any country other than Nigeria shall be required to produce evidence of his citizenship and the evidence may be referred to the appropriate Consular Officer for authentication.

- 6.** A certificate as a master shall not be issued to a person who is not
 (a) a Nigerian citizen ; or
 (b) a citizen of any other country, approved of by the Minister. Certificate as masters.
- 7.** A certificate of competency of the appropriate type and grade for the capacity which the holder shall carry in the ship, issued by the Minister under these Regulations, shall be the only certificate considered to be valid. Valid certificate.
- 8.—(1)** The mandatory minimum requirements set out in the appropriate Part of the Schedule to these Regulations are applicable to all categories of seafarers. Minimum knowledge required.
- (2)** The examinations for certification shall be monitored by the Nigerian Maritime Administration and Safety Agency and external assessors shall be appointed by the Minister.
- 9.** An applicant for a certificate shall submit to the Minister, all testimonials and dis-charges, together with proof of health and nationality, certificates of competence or service, if any, and any other certificate as may be required. Submission of testimonials, etc.
- 10.** An applicant for a certificate, as a watchkeeping officer, shall be required to produce a certificate of watchkeeping service signed by the master or in the case of service as master, by an appropriate authority of the vessel in which he has served. Certificates for watchkeeping service.
- 11.** An applicant shall produce a testimonial as to his character, including sobriety, and as to experience and ability on board for at least the last twelve months of sea service preceding the date of application for a certificate. Testimonials as to character.
- 12.** The length of service laid down in these Regulations for each grade of certificate is the minimum that can be accepted and unless the applicant proves the full length, a certificate shall not be granted to the applicant. Length of service laid down as minimum requirements.
- 13.—(1)** The classes of certificates of competence provided for by these Regulations are— Classes of certificates.
- (a) Master ;
- (b) Chief mate ; and
- (c) officer in charge of navigational watch.
- (2)** The Minister may in a special ship of any size, such as sailing vessels, tugs and ferries, prescribe special qualifications, certificates or endorsements to certificates as the case may be.

PART III—NON-TRADING SERVICE

Non-trading
service.

14.—(1) Where an applicant has served in the Nigerian Navy in a capacity relevant to the certificate of competency applied for and has obtained at least the rank of a lieutenant, the service in the Nigerian Navy may be accepted in whole or in part as qualifying service for a certificate of competency.

(2) An applicant shall submit the documents of service under the Nigerian Navy to the Minister for consideration and in addition; the applicant shall have served for at least twelve months in an appropriate cargo ship, passenger ship or any other merchant vessel.

(3) The service of an applicant which is performed exclusively in a trawler and other deep-sea fishing vessel shall count in full towards the qualifying service for a relative certificate of competency in accordance with the provision of this regulation and in addition, an applicant shall have served for at least twelve months in a cargo, passenger or any other merchant vessel.

(4) The service of an applicant in a cable ship, training vessel with or without sail, fishery cruiser, research vessel, salvage vessel, navigation aids tender and any other vessel engaged in similar activities shall count as two thirds of the full time actually spent at sea on board the ship.

(5) Where the actual sea service in paragraph (3) of this regulation falls below the requirement, one and one half times the actual sea service shall be counted as qualifying service and the applicant shall be required to produce, in addition to the evidence of sea service required, a statement or certificate from the owner of the ship showing the length of time of the applicant actually spent at sea.

(6) The service of an applicant standing by a new vessel during the final stage of construction, provided that the officer subsequently served in the vessel during the period of the maiden voyage for not less than three months, shall count in full towards the qualifying service for an officer certificate of competency up to a maximum of six months.

15.—(1) A certificate and an endorsement under these Regulations shall be issued by the Minister on receipt of the fee payable and shall be delivered to the person entitled to hold the certificate.

(2) A certificate or an endorsement shall remain valid for seagoing service only as long as the holder complies with the standards and conditions as to medical fitness and professional competency to act in the appropriate capacity as specified by the Minister.

(3) A record of all certificates and endorsements issued under this Part of these Regulations, which have expired or have been revalidated, suspended, cancelled, or reported lost or destroyed and any alteration of or any other matter affecting the certificates or endorsements, shall be kept, in such manner

Form,
validity,
record and
surrender of
certificates.

as the Minister may require, by the Superintendent of Shipping and Seafarers or by such other person as the Minister may direct.

(4) Where the holder of a certificate is issued with an appropriate certificate at a higher level, he shall surrender the first certificate to the Minister, or to such person as the Minister may direct, for cancellation.

(5) Where—

(a) a person is convicted of an offence under the Act ; or

(b) a certificate or endorsement is issued and the conditions for its issue prescribed in this Part of these Regulations or specified by the Minister have not been complied with,

the holder of the relevant certificate shall, at the direction of the Minister, deliver the certificate to the Minister, or to such person as the Minister may direct, for cancellation.

16.—(1) Notwithstanding that an applicant for a certificate of competency complies with the standards or fulfils the conditions specified by the provisions of this Part of these Regulations, the Minister shall not issue or revalidate the appropriate certificate applied for unless he is satisfied, having regard to all the relevant circumstances, that the applicant is a person fit to be the holder of the certificate and act in the capacity to which the certificate relates.

Refusal of
certificates
and appeals
against
refusal.

(2) The Minister shall, if he intends to refuse the issue or revalidation of a certificate of competency for any reason, give notice in writing to the applicant and the applicant has the right, before a date specified in the notice, to require the application to be reviewed at an inquiry.

(3) If an applicant, before the date mentioned in paragraph (2) of this regulation, requires his case to be reviewed at an inquiry, in pursuance of that paragraph, the Minister shall cause an inquiry to be held by one or more persons appointed by the Minister in accordance with the Merchant Shipping (Certificate Holders Inquiries) Regulations.

17. If a person entitled to a certificate loses the certificate or is deprived of a certificate already issued to him, the Minister- if—

Loss of
certificates.

(a) satisfied that the person has lost or has been deprived of the certificate without the fault of the person ; and

(b) he is not so satisfied, may, upon receipt of any fee payable, shall cause a certified copy to which the person appears to be entitled to be issued to him.

18. In the case of a certificate issued by the Minister, the certificate shall be endorsed by the Minister in accordance with the Convention if the Minister is satisfied that the holder of the certificate complies with the requirements of regulations 4 and 5 of these Regulations.

Endorsement
of Nigerian
certificates.

Revalidation
of certificate.

19.—(1) Any holder of a certificate of competence who wishes to revalidate his certificate shall—

(a) meet the standards of medical fitness prescribed by the Convention ;

(b) be assessed as to knowledge and training in line with section A-I/II of the Code and where necessary, undergo a refresher course and be re-assessed.

(2) The certificate of a master or other officer under regulation 9 of these Regulations shall, in order to be valid for sea-going service, be revalidated at intervals not exceeding five years to establish continued professional competence in accordance with section A-I/II of the Code.

(3) A certificate of a radio officer referred to in regulation 1 of these Regulations shall, in order to be valid for sea-going service be revalidated at intervals not exceeding five years to establish continued professional competence in accordance with section A-I/II of the Code.

(4) Every master and officer shall, for continuing sea-going service on ships referred to in regulation 23 of these Regulations, successfully complete such approved refresher training at intervals as the Minister may specify.

Recognition
of training
programmes.

20. The Minister may, by order, accord recognition to programmes offered by a training institution which attains the standards set for the training of seafarers as contained in these Regulations.

Responsibilities
of
companies.

21. A company shall in accordance with section A-i/14 of the Convention, be responsible for the assignment of seafarers for service in its ships in accordance with the provisions of the Convention, and shall ensure that—

(a) each seafarer assigned to any of its ships holds an appropriate certificate in accordance with the provisions of the Convention and as established by these Regulations ;

(b) its ships are manned in compliance with the applicable safe manning requirements of the Manning Regulations ;

(c) documentation and data relevant to all seafarers employed on its ships are maintained and readily accessible and include, without being limited to, documentation and data on their experience, training, medical fitness and competency in assigned duties ;

(d) seafarers, on being assigned to any of its ships, are familiarised with their specific duties and with all ship arrangements, installations, equipment, procedures and ship characteristics that are relevant to their routine or emergency duties ; and

(e) the ship's complement can effectively co-ordinate their activities in an emergency situation and in performing functions vital to safety or to the prevention or mitigation of pollution.

PART IV—DANGEROUS CARGO ENDORSEMENTS

22.—(1) A ship which has bulk cargo specified in whole or in part as being dangerous cargo shall carry—

Carriage of dangerous cargo.

(a) an officer in command and as second-in-command, a deck officer ; and

(b) a chief engineer officer and second engineer officer and engineer officers, who, in addition to holding the qualifications required of them as contained in Parts II and III of these Regulations, shall satisfy such additional requirements as the Minister may specify.

(2) For the purposes of this Part "dangerous cargo" consists of petroleum or its products ; any liquid chemical listed in Chapter VI of the International Maritime Organisation publication titled "Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk" ; and any liquefied gas listed in Chapter XIX of the International Maritime Organisation publication entitled "Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk".

(3) Where the ship is a liquefied gas carrier, the persons appointed as officer in command and second-in-command, and as chief engineer officer and second engineer officer shall be persons who have—

(a) previously completed six months' satisfactory service on articles as master or second-in-command or chief engineer officer or second engineer officer of a liquefied gas carrier before the date of coming into force of these Regulations and are able to produce testimonials from their employers to that effect ; or

(b) completed an appropriate training course approved by the Minister for the carriage of liquefied gas and either—

(i) received in supernumerary capacity a fourteen day shipboard training designed to give an overall appreciation of liquefied gas cargo operations and associated hazards and completed three months' credited ship-board service in subordinate rank, or

(ii) completed a six month credited shipboard service in subordinate rank and be in the opinion of the master or the chief engineer officer of the ship on which the service is completed, a person competent to carry out safely cargo handling duties on a liquefied gas carrier, or

(iii) received in a supernumerary capacity a 28-day intensive shipboard training as specifically approved by the Minister, designed to give an overall appreciation of liquefied gas cargo operations and associated hazards.

(4) The shipboard service referred to in paragraph (3) of this regulation shall be credited—

(a) in full if it is served on a liquefied, gas carrier ; and

(b) at half rate if it is served on a ship carrying dangerous liquid chemicals in bulk or petroleum or its products in bulk.

(5) Where a ship is a ship carrying dangerous liquid chemicals in bulk, the persons appointed as officer in command and second-in-command; and the chief engineer officer and the second engineer officer, shall be persons who have—

(a) previously completed a six month satisfactory service on articles as master or second-in-command or chief engineer officer and second officer of a ship carrying dangerous liquid chemicals in bulk before the date of coming into force of these Regulations and are able to produce testimonial from their employers to that effect ; or

(b) completed an appropriate training course approved by the Minister for the carriage of liquid chemicals and either—

(i) received in supernumerary capacity a fourteen-day shipboard training designed to give an overall appreciation of liquid chemical cargo operations and associated hazards and completed a three-month credited shipboard service in subordinate rank; or

(ii) completed a six-months' credited shipboard service in subordinate rank and in the opinion of the master of the ship or the chief engineer officer on which the service is completed, is a person competent to carry out safely cargo handling duties on a liquid chemical carrier; or

(iii) received in a supernumerary capacity a 28-day intensive shipboard training as specifically approved by the Minister designed to give an overall appreciation of liquid chemical cargo operations and associated hazards.

(6) The shipboard service referred to in paragraph (5) of this regulation shall be credited—

(a) in full if it is served on a carrier carrying liquid chemicals in bulk ; and

(b) at half rate if served on a liquefied gas carrier or on a ship carrying petroleum or its products in bulk.

(7) Where the ship is a ship carrying petroleum or its product in bulk, the persons appointed as officer in command and second-in-command shall be persons who have—

(a) previously completed a six-month satisfactory service on articles as master or second-in-command of a ship carrying petroleum or its products in bulk before the date of the coming into force of these Regulations and are able to produce testimonials from their employers to that effect ; or

(b) completed an appropriate training course approved by the Minister for the carriage of petroleum and its products in bulk and either—

(i) received in a supernumerary capacity a fourteen-day shipboard training designed to give an overall appreciation of petroleum cargo operations and associated hazards and completed three months' credited shipboard service in subordinate rank; or

(ii) completed a six-month credited shipboard service in subordinate rank and in the opinion of the master of the ship on which the service was completed, is a person competent to carry out safely cargo handling duties on a petroleum tanker; or

(iii) received in a supernumerary capacity a 28-day intensive shipboard training as specifically approved by the Minister designed to give an overall appreciation of liquid chemical cargo operations and associated hazards.

(8) The shipboard service referred to in paragraph (7) of this regulation shall be credited—

(a) in full, if served on a ship carrying petroleum or its products in bulk ; and

(b) at half rate, if served on a liquefied gas carrier or on a ship carrying dangerous liquid chemicals in bulk.

(9) An announcement shall be made as to the training courses approved by the Minister and as to the method of application under the provisions of this Part for dangerous cargo endorsements.

PART V—MISCELLANEOUS

23.—(1) Where it is absolutely necessary, the Minister may, if in his opinion would not cause danger to persons, property or the environment, issue a dispensation permitting a specified seafarer to serve in a specified ship for a specific period, not exceeding six months, in a capacity for which he does not hold the appropriate certificate. Dispensation.

(2) A dispensation under paragraph (1) of this regulation shall not be granted for service as a radio officer or radio telephone operator, unless otherwise provided by the relevant Radio Regulations.

(3) The Minister shall, in issuing a dispensation under this regulation be satisfied that the person to whom the dispensation is issued is adequately qualified to fill the vacant post in a safe manner.

(4) A dispensation shall not be granted to a master or chief engineer officer except in circumstances of *force majeure* and in that case it shall be for the shortest possible period.

(5) A dispensation granted for a post under this regulation shall be granted only to a person properly certificated to fill the post immediately below the said post.

(6) Where certification of the post below is not required by these Regulations, a dispensation may be issued to a person whose qualification and experience are, in the opinion of the Minister, equivalent to the requirements of the post to be filled, but if the person does not hold the appropriate certificate, he shall be required to pass a test accepted by the Minister to show that the dispensation may safely be issued.

(7) The Minister shall, as soon as possible ensure that the post for which a dispensation is issued is filled by the holder of an appropriate certificate.

Penalties.

24. A seafarer who—

- (a) acts outside of the capacity for which he is certified ;
- (b) makes a false statement in order to obtain a certificate, commits an offence and shall be liable on conviction to a fine of not less than ₦100,000 or imprisonment for two years.

Revocation.

25. The following Regulations—

- (a) the Certificates of Competency (Able Seafarers) Regulations 1963 ;
- (b) the Certificates of Competency (Engine Room) Regulations 1963 ;
- (c) the Examination for Certificates of Competency (Deck) Regulations 1963 ;
- (d) the Merchant Shipping (Accepted Safety Convention Certificates) Order 1963 ;
- (e) the Merchant Shipping (Declaration of Certificates) Order 1964 ;
- (f) the Examination for Certificates of Competency (Fishing) Regulations 1965 ;
- (g) the Examination for Certificates of Competency (Deck) (Offshore) Regulations 1967, are hereby revoked.

Transitional provisions.

26.—(1) Notwithstanding the revocation of the Regulations listed in regulation 25 of these Regulations, the certificates and licences granted and standards of competency and training already met, pursuant to these Regulations, shall be treated as equivalent to the certificates, standards of competency or training referred to in these Regulations.

(2) A seafarer who commences—

- (a) seagoing service as part of an approved training programme commenced before 1 August 1998 ; or

(b) the shore-based phase of an approved training programme before 1 August 1998 may be issued with certificates, or have certificates recognised pursuant to such revoked Regulations and the provisions of paragraph (1) of this regulation shall apply to such certificates.

27.—(1) In these Regulations, unless the context otherwise require—

Interpretation.

“the Act” means the Merchant Shipping Act ;

“the Administration” means the Nigerian Maritime Administration and Safety Agency charged with maritime safety ;

“appropriate Certificate” means a certificate issued or endorsed in accordance with the provisions of these Regulations, which entitles the lawful holder to serve in the capacity and perform the functions involved at the level of responsibility specified in the certificate, on a ship of a type, tonnage and power and means of propulsion indicated by the endorsement while engaged on the particular voyage concerned ;

“approved” and *“approved in the Convention so far as given effect by these Regulation”* means approved by the Minister ;

“assistant engineer officer” means a person under training to become an engineer officer and designated as such ;

“certificate of competency” means an appropriate certificate issued by the Minister for the purposes of these Regulations other than a certificate of equivalent competency ;

“chemical tanker” means a ship constructed or adapted and used for the carriage in bulk of any liquid product listed in Chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk ;

“chief engineer officer” means the senior engineer officer responsible for the mechanical propulsion and the operation and maintenance of mechanical and electrical installations of the ship ;

“chief mate” means the officer next in rank to the master and upon whom the command of the ship falls in the event of the incapacity of the master ;

“Code” means the Seafarers' Training, Certification and Watchkeeping Code adopted by the 1995 Conference of Parties to the International Convention on the Standards of Training, Certification and Watchkeeping for Seafarers, 1978 ;

“constructed” means a craft, the keel of which is laid or which is at a similar stage of construction that is, a stage at which—

(a) construction identifiable with a specific craft begins ; and

(b) assembly of a craft has commenced, comprising at least 50 tonnes or one per cent of the estimated mass of all structural material, whichever is lesser ;

"*Convention*" means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended in 1995 and any amendments made to it ;

"*deck officer*" means an officer qualified in accordance with provisions of Chapter II of the Convention ;

"*engineer officer*" means an officer who is qualified in accordance with the provisions of Chapter II of the Convention ;

"*fast rescue boat*" means a rescue boat which is—

(a) not less than six metres in length and not more than 8.5 metres in length ; and

(b) capable of manoeuvring, for at least four hours, at a speed of at least 20 knots in calm water with a suitably qualified crew of three persons and at least eight knots with a full complement of persons and equipment ;

(c) "*function*" means a group of tasks, duties and responsibilities as specified in the Code, necessary for ship operation, safety of life at sea or protection of the marine environment ;

"*gross tonnes*" means gross tonnage of a ship and the gross tonnage of a ship having alternative gross tonnage shall be the larger of those tonnages and the gross tonnage of a ship having its tonnage determined under the Merchant Shipping (Tonnage) Regulations, shall be that determined under the said Regulations ;

"*length*" has the same meaning as in the Merchant Shipping (Tonnage) Regulations ;

"*liquefied gas tanker*" means a ship constructed or adapted and used for the carriage in bulk of any liquefied gas or other product listed in Chapter 19 of the International Code for the Construction and Equipment of Ships ;

"*master*" means the person having command of a ship ;

"*merchant shipping notice*" means a notice described as such and issued by the Nigerian Maritime Administration and Safety Agency or any other department charged with maritime safety ;

"*merchant vessel*" means a vessel used for commercial purposes ;

"*near coastal trade*" means trade in the west coast of Africa between Cape Verde in the north and the mouth of the River Congo in the south ;

"*near-coastal voyage*" means a voyage in the west coast of Africa between Cape Verde in the north and the mouth of the River Congo in the south, during which the vessel does not go beyond 30 nautical miles from the shore ;

"officer" means a member of crew, other than the master or a rating ;

"oil" means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products, other than oil-like substances which are subject to the Merchant Shipping (Dangerous or Noxious Liquid Substances in Bulk) Regulations ;

"oil tanker" means a ship constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes a combination carrier when it is carrying a cargo or part cargo of oil in bulk ;

"passenger ship" means a ship carrying more than 12 passengers ;

"propulsion power" means the total maximum, continuous rated output power in kilowatts of all the ship's main propulsion power which appears on the ship's certificate of registry or other official document ;

"radio duties" include, as appropriate, watch-keeping and technical maintenance and repairs conducted in accordance with the Radio Regulations, the International Convention for the Safety of Life at Sea and relevant recommendations of the International Maritime Organisation ;

"radio operator" means a person holding an appropriate certificate issued or recognised under the provisions of the Radio Regulations ;

"rating" means a member of the ship's crew, other than the master or an officer ;

"ro-ro passenger ship" means a ro-ro passenger ship within the meaning of the Merchant Shipping (Ship Construction) Regulations ;

"seagoing service" means service on board a ship relevant to the issue of a certificate or other qualifications ;

"second engineer officer" means the engineer officer next in rank to the chief engineer officer and upon whom the responsibility for the mechanical propulsion, the operation and maintenance of the mechanical and electrical installations of the ship falls, in the event of the incapacity of the chief engineer officer ;

"specified by the Minister" means specified by the Minister in a Merchant Shipping Notice which is considered by him to be relevant from time to time ;

"tanker" means a chemical tanker, a liquefied gas tanker or an oil tanker ;

"trading area" means an area in which near coastal trade or unlimited trade takes place ;

"unlimited trade" means trading without any restrictions to trading area ;

"vessel" means every description of vessel used in navigation not propelled by oars.

(2) Any reference to the Code, the Convention or a particular Merchant Shipping Notice includes reference to any document amending the Code, Convention or Notice which is considered by the Minister to be relevant from time to time and specified in a Merchant Shipping notice.

(3) A reference to a numbered regulation is a reference to the regulation of that number in these Regulations and a reference to a numbered paragraph is a reference to the paragraph of that number in that regulation.

Application.

28. These Regulations apply to masters and seafarers employed in sea-going ships registered in Nigeria, except in—

(a) fishing vessels ; or

(b) pleasure crafts which are less than 80 gross tonnes or under 24 metres in length.

Citation.

29. These Regulations may be cited as the Merchant Shipping (Training and Certification of Seafarers) Regulations 2010.

SCHEDULE

(Regulation 8)

MANDATORY MINIMUM REQUIREMENTS**PART I—MASTER AND DECK DEPARTMENT**

Mandatory minimum requirements for certification of officers in charge of a navigational watch on ships of 500 gross tonnage or more.

1. An officer in charge of a navigational watch serving on a seagoing ship of 500 gross tonnage or more shall hold an appropriate certificate.

2. A candidate for certification for the purposes of paragraph 1 shall—

(a) not be less than 18 years of age ;

(b) have approved seagoing service of not less than one year as part of an approved training programme including on-board training which meets the requirements of section A-II/1 of the Code and is documented in an approved training record book, or otherwise have approved seagoing service of not less than three years ;

(c) have performed, during the required seagoing service, bridge watchkeeping duties under the supervision of the master or a qualified officer for a period of not less than six months ;

(d) meet the applicable requirements of the regulations in Chapter N of the Radio Regulations, as appropriate, for performing designated radio duties in accordance with the Radio Regulations; and

(e) have completed the approved education and training and met the standard of competence specified in section A-II/1 of the Code.

**PART II—MASTER AND CHIEF MATE ON SHIPS OF
3,000 GROSS TONNAGE OR MORE**

Mandatory minimum requirements for certification of master and chief mates on ship of 500 gross tonnage or more.

3. A master and chief mate on a seagoing ship of 3,000 gross tonnage or more shall have an appropriate certificate.

4. A candidate for certification on a seagoing ship of 3,000 gross tonnage or more shall—

(a) meet the requirements for certification as an officer in charge of a navigational watch on ships of 500 gross tonnage or more and have approved seagoing service in that capacity for certification as—

(i) chief mate, not less than twelve months, and

(ii) master, not less than 36 months, but this period may be reduced to not less than 24 months if not less than twelve months of the seagoing service was spent in service as chief mate ;

(b) have completed the approved education and training and met the standard of competence specified in section A-VIII/2 of the Code for masters and chief mates on ships of 3,000 gross tonnage or more.

Master and chief mate on ships of between 500 and 3,000 gross tonnage

5. A master and chief mate on a seagoing ship of between 500 and 3,000 gross tonnage shall have an appropriate certificate.

6.—(1) A candidate for certification on a sea going ship of between 500 and 3,000 gross tonnage shall for certification—

(a) chief mate, meet the requirements of an officer in charge of a navigational watch on ships of 500 gross tonnage or more ;

(b) master, meet the requirements of an officer in charge of a navigational watch on ships of 500 gross tonnage or more and have approved seagoing service of not less than 36 months in that capacity; but this period may be reduced to not less than 24 months if not less than twelve months of the seagoing service was spent in service as chief mate.

(2) A candidate for certification shall have completed the approved training and met the standard of competence specified in section A-IU2 of the Code for masters and chief mates on ships of between 500 and 3,000 gross tonnage.

PART III—SHIPS NOT ENGAGED ON NEAR-COASTAL VOYAGES

Mandatory minimum requirements for certification of officers in charge of a navigational watch and of masters on ships of less than 500 gross tonnage

7. An officer in charge of a navigational watch serving on a seagoing ship of less than 500 gross tonnage which is not engaged on near-coastal voyages shall have an appropriate certificate for ships of 500 gross tonnage or more.

8. A master serving on a seagoing ship of less than 500 gross tonnage which is not engaged on near-coastal voyages shall have an appropriate certificate for service as master on ships between 500 and 3,000 gross tonnage.

PART IV—OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

Ships engaged on near-coastal voyages

9. An officer in charge of a navigational watch on a seagoing ship of less than 500 gross tonnage which is engaged on near-coastal voyages shall have an appropriate certificate.

10.—(1) A candidate for certification as officer in charge of a navigational watch on a sea-going ship of less than 500 gross tonnage which is engaged on near-coastal voyages shall—

(a) not be less than eighteen years of age ;

(b) have completed—

(i) a special training, including an adequate period of appropriate seagoing service as required by the Administration, or

(ii) an approved seagoing service in the deck department of not less than three years ;

(c) meet the applicable requirements of the regulations in Chapter N of the **Radio Regulations**, as appropriate, for performing designated radio duties in accordance with the **Radio Regulations**.

(2) A candidate for certification shall have completed the approved education and training and met the standard of competence specified in section A-II/3 of the **Code** for officers in charge of a navigational watch on a ship of less than 500 gross tonnage which is engaged on near-coastal voyages.

Master

11. A master serving on a seagoing ship of less than 500 gross tonnage which is engaged on near-coastal voyages shall have an appropriate certificate.

12. A candidate for certification as a master on a seagoing ship of less than 500 gross tonnage engaged on near-coastal voyages shall—

(a) not be less than twenty years of age ;

(b) have approved seagoing service of not less than twelve months as officer in charge of a navigational watch ; and

(c) have completed the approved education and training and met the standard of competence specified in section A-II/3 of the **Code** for a master on a ship of less than 500 gross tonnage which is engaged on near-coastal voyages.

Exemptions

13. The Minister may, if he considers that the size of a ship and the conditions of its voyage are such that would render the application of the full requirements of this Part and section A-II/3 of the **Code** unreasonable or impracticable, to that extent, exempt the master and the officer in charge of a navigational watch on such a ship or class of ships, from some of the requirements, bearing in mind the safety of all ships which may be operating in the same waters.

Mandatory minimum requirements for certification of rating forming part of a navigational watch

14. A rating who is forming part of a navigational watch on a seagoing ship of 500 gross tonnage or more, other than a rating under training and

ratings whose duties while on watch are of an unskilled nature, shall be duly certificated to perform such duties.

15. A candidate for certification as a rating forming part of a navigational watch on a sea-going ship of 500 gross tonnage or more shall—

- (a) not be less than sixteen years of age ;
- (b) have completed—
 - (i) an approved seagoing service including not less than six months' training and experience ; or
 - (ii) a special training, either pre-sea or on board a ship, including an approved ;
 - (iii) period of seagoing service which is not less than two months ; and
- (c) meet the standard of competence specified in section A-II/4 of the Code.

16. The seagoing service, training and experience required by subparagraph (b) of paragraph 15 of this Schedule, shall be associated with navigational watch-keeping functions and involve the performance of duties carried out under the direct supervision of the master, the officer in charge of the navigational watch or a qualified rating.

17. A seafarer may be considered by the Minister to have met the requirements of this Part if he has served in a relevant capacity in the deck department of a ship for a period of not less than one year within the previous five years.

PART VI—ENGINE DEPARTMENT

Mandatory minimum requirements for certification of an officer in charge of an engineering watch in a manned engine-room or designated duty engineer in a periodically unmanned engine-room

18. An officer in charge of an engineering watch in a manned engine-room or designated duty engineer officer in a periodically unmanned engine-room on a seagoing ship, powered by main propulsion machinery of 750 kilowatts propulsion power or more, shall have an appropriate certificate.

19. A candidate for certification for the purposes of paragraph 18 shall—

- (a) not be less than (18) years of age ;
- (b) have completed not less than six months' seagoing service in the engine department of a ship in accordance with section A-III/1 of the Code ; and

(c) have completed the approved education and training of at least thirty months which includes on-board training documented in an approved training record book and met the standard of competence specified in section A-III/1 of the Code.

Mandatory minimum requirements for certification of chief engineer officer and second engineer officer on ships powered by main propulsion machinery of 3,000 kilowatts propulsion power or more

20. A chief engineer officer and second engineer officer on a seagoing ship powered by main propulsion machinery of 3,000 kilowatts propulsion power or more shall have an appropriate certificate.

21. A candidate for certification for the purposes of paragraph 20 shall—

(a) meet the requirements for certification as an officer in charge of an engineering watch and—

(i) for certification as second engineer officer, shall have not less than twelve months of approved sea-going service as assistant engineer officer or engineer officer; and

(ii) for certification as chief engineer officer, shall have not less than 36 months of approved sea-going service of which not less than twelve months shall have been served as an engineer officer in a position of re-sponsibility while qualified to serve as second engineer officer; and

(b) have completed the approved education and training and met the standard of competence specified in section A-III/2 of the Code.

Mandatory minimum requirements for certification of chief engineer officer and second engineer officer on ships powered by main propulsion machines of between 750 and 3,000 kilowatts propulsion power

22. A chief engineer officer and second engineer officer on a seagoing ship powered by main propulsion machinery of between 750 and 3,000 kilowatts propulsion power shall have an appropriate certificate.

23. A candidate for certification for the purposes of regulation 22 of these Regulation shall—

(a) meet the requirements for certification as an officer in charge of an engineering watch and for certification as—

(i) second engineer officer, shall have not less than twelve months of approved sea-going service as assistant engineer officer or engineer officer; and

(ii) chief engineer officer, shall have not less than 24 months of approved seagoing service of which not less than twelve months shall have been served while qualified to serve as second engineer officer; and

(b) have completed the approved education and training and met the standard of competence specified in section A-III/3 of the Code.

24. An engineer officer who is qualified to serve as second engineer officer on a ship powered by main propulsion machinery of 3,000 kilowatts propulsion power or more, may serve as chief engineer officer on a ship powered by main propulsion machinery of less than 3,000 kilowatts propulsion power, provided that not less than twelve months of the approved sea-going service was spent in service as an engineer officer in a position of responsibility and the certificate is endorsed as such.

Mandatory minimum requirements for certification of rating forming part of a watch in a manned engine-room or designated to perform duties in a periodically unmanned engine-room

25. A rating forming part of an engine-room watch or designated to perform duties in a periodically unmanned engine-room on a seagoing ship powered by main propulsion machinery of 750 kilowatts propulsion power or more, other than a rating under training and a rating whose duties are of an unskilled nature, shall be duly certificated to perform such duties.

26. A candidate for certification under paragraph 25 shall—

(a) not be less than sixteen years of age ;

(b) have completed—

(i) the approved seagoing service, including not less than six months' training and experience ; or

(ii) special training, either pre-sea or on board ship, including an approved period of seagoing service which shall not be less than two months ; and

(c) meet the standard of competence specified in section A-III/4 of the Code.

27. The sea-going service, training and experience, required by sub-paragraph (b) of paragraph 26 of this Schedule shall be associated with engine-room watch-keeping functions and involve the performance of duties carried out under the direct supervision of a qualified engineer officer or a qualified rating.

28. A seafarer may be considered to have met the requirements of this regulation if he has served in a relevant capacity in the engine department for a period of not less than one year within the preceding five years.

Mandatory minimum requirements for certification of the Global Maritime Distress System Radio Personnel

29. A person in charge of or performing radio duties on a ship required to participate in the Global Maritime Distress System shall have an appropriate

certificate related to the Global Maritime Distress System, issued or recognised by the Minister under the provisions of the Radio Regulations.

30. A candidate for certification for service on a ship which is required by the International Convention for the Safety of Life at Sea, 1974, as amended, to have a radio installation shall—

- (a) not be less than eighteen (18) years of age ; and
- (b) have completed the approved education and training and met the standard of competence specified in section A-IV/2 of the Code.

PART VII—SPECIAL TRAINING REQUIREMENTS FOR PERSONNEL ON CERTAIN TYPES OF SHIPS

Mandatory minimum requirements for the training and qualification of master, officer and rating on tankers

31. An officer and a rating assigned specific duties and responsibilities related to cargo or cargo equipment on a tanker shall have completed an approved shore-based fire-fighting course in addition to the training required by regulation VI/11 and shall have completed—

- (a) at least three months of approved seagoing service on tankers in order to acquire adequate knowledge of safe operational practices ; or
- (b) an approved tanker familiarisation course covering at least the syllabus given for the course in section A-V/1 of the Code, so however, that the Administration may accept a period of supervised seagoing service shorter than that prescribed by sub-paragraph (a) of this paragraph provided that—
 - (i) the period so accepted is not less than one month ;
 - (ii) the tanker is of less than 3,000 gross tonnage ;
 - (iii) the duration of each voyage on which the tanker is engaged during the period does not exceed 72 hours ; and
 - (iv) the operational characteristics of the tanker and the number of voyages and loading and discharging operations completed during the period, allow the same level of knowledge and experience to be acquired.

32. A master, chief engineer officer, chief mate, second engineer officer and any person with immediate responsibility for loading, discharging and care in transit or handling of cargo shall, in addition to meeting the requirements of sub-paragraphs (a) or (b) of paragraph 31 of this Schedule have—

- (a) an experience appropriate to his duties on the type of tanker on which he serves ; and
- (b) completed an approved specialised training programme which at least covers the subjects set out in section A-V/1 of the Code which subjects

are appropriate to his duties on the oil tanker, chemical tanker or liquefied gas tanker on which he serves.

33. A seafarer may be considered to have met the requirements of sub-paragraph (b) if within two years after the coming into force of these Regulations, he has served in a relevant capacity on board the type of tanker concerned for a period of not less than one year within the preceding five years :

34.—(1) The Administration shall ensure that an appropriate certificate is issued to a master or an officer, who is qualified in accordance with these Regulations or ensure that an existing certificate is duly endorsed.

(2) Every rating who is qualified under these Regulations shall be duly certificated.

Mandatory minimum requirements for the training and qualification of masters, officers, ratings and other personnel on ro-ro passenger ships

35.—(1) The requirements in paragraphs 36 to 43 apply to a master, an officer, a rating and any other personnel serving on board a ro-ro passenger ship which is engaged on an international voyage.

(2) The Administration shall determine the applicability of these requirements to personnel serving on a ro-ro passenger ship engaged on domestic voyages.

36. Prior to being assigned shipboard duties on board a ro-ro passenger ship, a seafarer shall have completed the training required in accordance with his capacity, duties and responsibilities.

37. A seafarer who is required to be trained shall, at intervals not exceeding five years, undertake an appropriate refresher training or be required to provide evidence of having achieved the required standard of competence within the previous five years.

38. A master, an officer and any other personnel designated on a muster list to assist passengers in an emergency situation on board a ro-ro passenger ship shall have completed training in crowd management as specified in section A-V/2, paragraph 1 of the Code.

39. A master, an officer and any other personnel assigned specific duties and responsibilities on board a ro-ro passenger ships shall have completed the familiarisation training specified in section A-V/2, paragraph 2 of the Code.

40. The personnel providing direct services to passengers in passenger spaces on board a ro-ro passenger ship shall have completed the safety training specified in section A-V/2, paragraph 3 of the Code.

41. A master, chief mate, chief engineer officer, second engineer officer and any other person assigned immediate responsibility for embarking and

disembarking passengers, loading, discharging or securing cargo, or closing hull openings on board a ro-ro passenger ship shall have completed an approved training in passenger safety, cargo safety and hull integrity as specified in section A-V/2, paragraph 4 of the Code.

42. A master, chief mate, chief engineer officer, second engineer officer and any other person having responsibility for the safety of passengers in emergency situations on board a ro-ro passenger ship shall have completed an approved training in crisis management and human behaviour as specified in section A-V/2, paragraph 5 of the Code.

43. The Administration shall ensure that documentary evidence of the training which has been completed is issued to every person found qualified under the provisions of these requirements.

Mandatory minimum requirements for the training and qualification of master, officer, ratings and other personnel on passenger ships other than ro-ro passenger ships

44.—(1) The requirements in paragraphs 45 to 52 apply to a master, officer, rating and other personnel serving on board a passenger ship, other than ro-ro passenger ship, engaged on international voyages.

(2) The Minister may extend the applicability of these requirements to personnel serving on a passenger ship which is engaged on domestic voyages.

45. A seafarer shall, prior to being assigned ship board duties on board a passenger ship, have completed the training required in paragraph 46 in accordance with his capacity, duties and responsibilities.

46. A seafarer who is required to be trained shall, at intervals not exceeding five years, undertake appropriate refresher training or be required to provide evidence of having achieved the required standard of competence within the previous five years.

47. The personnel designated on muster lists to assist passengers in emergency situations on board a passenger ship shall have completed training in crowd management as specified in section A-V/3, paragraph 1 of the Code.

48. A master, an officer and any other personnel assigned specific responsibilities or duties on board a passenger ship, shall have completed the familiarisation training specified in section A-V/3, paragraph 2 of the Code.

49. The personnel providing direct service to passengers on board a passenger ship in passenger spaces, shall have completed the safety training specified in section A-V/3, paragraph 3 of the Code.

50. A master, chief mate, and person assigned immediate responsibility for embarking and disembarking passengers, shall have completed the approved

training in passenger safety as specified in section A-V/3, paragraph 4 of the Code.

51. A master, chief mate, chief engineer officer, second engineer officer and any person having responsibility for the safety of passengers in emergency situations on board a passengership, shall have completed the approved training in crisis management and human behaviour as specified in section A-V/3, paragraph 5 of the Code.

52. The Administration shall ensure that documentary evidence of the training which has been completed is issued for a person found qualified under the provisions of these requirements.

PART VIII—EMERGENCY, OCCUPATIONAL SAFETY, MEDICAL CARE AND SURVIVAL FUNCTIONS

Mandatory minimum requirements for familiarisation, basic safety training and instruction for all seafarers

53. A seafarer shall receive familiarisation and basic safety training or instruction in accordance with section A-VI/1 of the Code and shall meet the appropriate standard of competence specified in the Code.

Mandatory minimum requirements for the issue of certificates of proficiency in survival craft, rescue boats and fast rescue boats

54. A candidate for a certificate of proficiency in survival craft and rescue boats other than fast rescue boats shall—

- (a) not be less than eighteen (18) years of age ;
- (b) have an approved seagoing service of not less than twelve months or have attended an approved training course and have approved seagoing service of not less than six months ; and
- (c) meet the standard of competence for certificates of proficiency in survival craft and rescue boats set out in section A-VI/2, paragraphs 1 to 4 of the Code.

55. A candidate for a certificate of proficiency in fast rescue boats shall—

- (a) have a certificate of proficiency in survival craft and rescue boats other than fast rescue boats ;
- (b) have attended an approved training course ; and
- (c) meet the standard of competence for certificates of proficiency in fast rescue boats set out in section, A-VII2 paragraphs 5 to 8 of the Code.

***Mandatory minimum requirements for
training in advanced fire fighting***

56. A seafarer designated to control fire-fighting operations shall have successfully completed the advanced training in techniques for fighting fire with particular emphasis on organisation, tactics and command in accordance with the provisions of section A-VI/3 of the Code and shall meet the standard of competence specified in the Code.

57. Where training in advanced fire-fighting is not included in the qualifications for the certificate to be issued, a special certificate or documentary evidence, as appropriate, shall be issued indicating that the holder has attended a course of training in advanced fire-fighting.

***Mandatory minimum requirements relating to
medical first-aid and medical care***

58. A seafarer designated to provide medical first-aid on board a ship shall meet the standard of competence in medical first-aid specified in section A-VI/4, paragraphs 1 to 3 of the Code.

59. A seafarer designated to take charge of medical care on board a ship shall meet the standard of competence in medical care on board a ship specified in section A-VI/4, paragraphs 4 to 6 of the Code.

60. Where training in medical first-aid or medical care is not included in the qualifications for the certificate to be issued, a special certificate or documentary evidence shall be issued indicating that the holder has attended a course of training in medical first-aid or in medical care.

MADE at Abuja this 9th day of March, 2010.

**IBRAHIM ISA BIO
Minister of Transportation**

**MERCHANTS SHIPPING (ACCEPTED LOAD LINE
CONVENTION CERTIFICATES) ORDER 2010**



ARRANGEMENT OF ORDERS

Order :

1. Certificatess Accepted.
2. Form of Certificate.
3. Certificates to be Applicable to Current Voyage.
4. Certificate to Show by whom Issued, etc.
5. Certificate to Show Date and Period of Validity.
6. Countries which have Accepted Convention.
7. Interpretation.
8. Short Title.

SCHEDULE

FIRST SCHEDULE

INTERNATIONAL LOAD LINE CERTIFICATE

SECOND SCHEDULE

**LIST OF GOVERNMENTS WHICH ARE PARTIES TO THE INTERNATIONAL
CONVENTION RESPECTING LOADLINES, 1930, AND OF THE TERRITORIES TO
WHICH THE CONVENTION HAS BEEN APPLIED**

MERCHANTS SHIPPING ACT

(2007 No. 27)

Merchant Shipping (Accepted Load Line Convention
Certificates) Order 2010

[9th March, 2010]

Commence-
ment.

In exercise of the powers conferred upon me by Sections 292 and 434. of the Merchants Shipping Act, 2007 and of all other powers enabling me in that behalf, I, ALHAJI IBRAHIM ISA BIN, Minister of Transport, hereby make the following Order :

1. Every Load Line Convention Certificate in respect of a Line Convention Ship, not being a Nigerian Ship, which complies with such of the requirements of this Order as apply to it in the circumstances shall be accepted as having the same force as the corresponding Certificate issued by the Minister under the Act. Certificates Accepted.
2. Subject to the provisions of this order, a Load Line Convention Certificate shall be in the form set forth in the First Schedule to this order, or as adapted to suit the needs of special classes of ships by the Nigerian Maritime Administration and Safety Agency. Form of Certificate. First Schedule
3. Every Load Line Convention Certificate shall be by its terms applicable to the voyage in respect of which a clearance or transire is demanded and to the trade in which the ship is for the time being engaged. Certificate to be Applicable to Current Voyage.
4. Every Load Line Convention Certificate shall show by its terms that it was issued by or under the authority of the Government of the Country in which the ship is registered or to which she belongs or that it was issued at the request of that Government by the Minister or by or under the authority of the Government of any other Country to which the Load Line Convention applies. The certificate shall be in English if issued by the Minister or by or under the authority of the Government of any other country to which the Load Line Convention applies. The certificate shall be in English if issued by the Minister and in any other case in the official language of the country of the Government by or under the authority of which it was issued, and any particulars inserted, whether by handwriting, typescript or otherwise in the blank spaces provided for that purpose shall be in roman characters and Arabic figures. Certificate to show by whom issued, etc.
5. Every Load Line Convention Certificate shall show the date on which it was issued and the period of its validity, which shall not exceed five years from the date of issue, subject to annual inspections to ensure that the terms Certificate to show date and period of validity, etc.

are being complied with. Such certificates may thereafter be extended for a further period of five years if the ship passes a full load line survey :

Provided that if a duly authorized officer of the country in which the ship is registered or to which she belong has extended the period of validity of any certificate by a period not exceeding either five months for the specific purpose of enabling the ship to turn to that country, or one month for any other purpose, such certificate shall be accepted during the period of any such extension if the ship complies with any other requirements of this Order which apply to it in the circumstances.

Countries, which have accepted Convention. 6. It is hereby declared that the countries listed in the Second Schedule to this Order are Recognized as having accepted the provisions of the International Load Line Convention.

[Second Schedule]

Interpretation. 7. "Act" means the Merchant Shipping Act ;
"Minister" means the Minister charge with the responsibility for transportation.

Short Title 8. This Order may be cited as the Merchant Shipping (Accepted Load Line Convention Certificates) Order 2010.

FIRST SCHEDULE

(Order 2)

INTERNATIONAL LOAD LINE CERTIFICATE

Issued under the authority of the Government of
under the provisions of the International Load Line Convention, 1930.

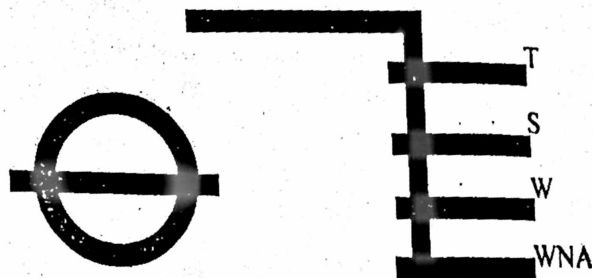
Ship Distinctive Number of Letters

Port of Registry

Gross Tonnage

Freeboard from Deck Line	Load Line
Tropical	(a) above (b)
Summer	(b) Upper edge of line through centre of disc.
Winter	(c) below (b)
Winter in North Atlantic	(b) below (b)
Allowance for fresh water for all freeboards	
The upper edge of the deck line from which these free boards are measured is	

.....inches above the top of the deck at side



This is to Certify that this Ship has been surveyed and the freeboards and load lines shown above have been assigned in accordance with the Convention.

This certificate remains in force until

Issued at on the day of20.....

Here follow the signature or seal and the description of the authority issuing the certificate.

The provisions of the Convention being fully complied with by this ship, this certificate is renewed until

Place Date

Signature or seal and description of authority.

The provisions of the Convention being fully complied with by this ship, this certificate is renewed until

Place Date

The provisions of the Convention being fully complied with by this ship, this certificate is renewed until

Place Date

Signature or seal and description of authority.

**Note-* Where sea-going steamers navigate a river or inland water, deeper loading is permitted corresponding to the weight of fuel, etc., required for consumption between the point of departure and the open sea.

SECOND SCHEDULE

(Order 6)

LIST OF GOVERNMENTS WHICH ARE PARTIES TO THE INTERNATIONAL CONVENTION
RESPECTING LOADLINES, 1930, AND OF THE TERRITORIES TO WHICH THE
CONVENTION HAS BEEN APPLIED

<i>Government</i>	<i>Effective</i>
Argentina	19th January, 1936
Australia	17th May, 1936
Belgium	29th August, 1935
Brazil	31st March, 1938
Bulgaria	4th December, 1933
Burma	1st January, 1935
Cambodia	15th January, 1939
Cameroon	28th February, 1956
Canada	1st January, 1933
Chile	24th August, 1933
China	19th November, 1935
Congo Brazaville	28th February, 1956
Costa Rica	1st October, 1953
Cuba	9th March, 1933
Czechoslovakia	18th September, 1955
Dahomey	28th February, 1956
Denmark	1st January, 1933
Dominican Republic	28th January, 1948
Ecuador	28th May, 1950
Federation of Malaya	10th April, 1954
Finland	1st January, 1933
France	1st January, 1933
Comoro Archipelago	28th February, 1956
French Polynesia	
French Somaliland	
French Southern and Antarctic Territories	
New Caledonian Dependencies	
St. Pierre and Miquelon	
Wallis and Futuna Islands	
Germany	6th December, 1933
Ghana	22nd February, 1958
Greece	4th March, 1935
Haiti	2nd March, 1961

Honduras	10th September, 1948
Hungary	16th April, 1933
Iceland	26th February, 1933
India	1st January, 1935
Indonesia	27th April, 1933
Irish Republic	8th May, 1934
Israel	15th October, 1949
Italy	1st January, 1933
Cote d'Ivoire	28th February, 1956
Japan	11th September, 1935
Korea, Republic of	11th September, 1954
Kuwait	12th April, 1959
Liberia	25th June, 1949
Malagasy Republic	28th February, 1956
Mauritania	28th February, 1956
Mexico	6th September, 1933
Netherlands	1st January, 1933
Curacao	} 27th April, 1933
Netherlands New Guinea	
New Zealand	1st January, 1933
Nicaragua	19th May, 1954
Niger	28th February, 1956
Norway	1st January, 1933
Pakistan	1st January, 1935
Panama	13th October, 1936
Peru	30th June, 1933
Phillipine Republic	30th December, 1949
Poland	6th December, 1933
Portugal	1st January, 1933
Roumania	1st April, 1933
South Africa	24th May, 1947
Spain	1st January, 1933
Sweden	1st January, 1933
Switzerland	19th August, 1954
Thailand	11th October, 1933
Turkey	20th August, 1955
Former Union of Soviet Socialist Republics	1st January, 1933
United Arab Republic	24th October, 1936
United Kingdom	1st January, 1933
Hong Kong	1st September, 1938
United States of America	1st January, 1933

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Uruguay
Venezuela
Vietnam
Former Yugoslavia

8th May, 1939
30th March, 1955
15th January, 2010
26th March, 1934

MADE at Abuja this 9th day of March, 2010.

(Signed)
ALHAJI IBRAHIM ISA BIO
Minister of Transport

**MERCHANT SHIPPING (SEARCH AND RESCUE)
REGULATIONS 2010**

B 657



ARRANGEMENT OF SECTIONS

Regulation :

**PART I PROCEDURES TO BE FOLLOWED BY RESCUE CO-ORDINATION CENTRES AND
RESCUE SUB-CENTRES DURING EMERGENCY PHASES**

1. Declaration of Alert Phase.
2. Initiation of Action.
3. Execution of Plans of Operation.
4. Initiation of Search and Rescue Operations when the Position of
the Search Object is Unknown.
5. Passing of Information.
6. Co-ordination when Two or more Parties are Involved.
7. On-scene Co-ordination of Search and Rescue Activities.
8. Termination and Suspension of Search and Rescue Operations.

PART II SHIP REPORTING SYSTEMS

9. General.
10. Operational Requirements.
11. Types of Reports.
12. Use of Systems.
13. Citation.

SCHEDULE

MERCHANT SHIPPING ACT

(2007 No. 27)

Merchant Shipping (Search and Rescue) Regulations 2010

[9th March, 2010] Commence-
ment.

In exercise of the powers conferred upon me by Section 82 of the Merchant Shipping Act, 2007 and of all other powers enabling me in that behalf, I, Ibrahim Isa Bio, Minister of Transportation, hereby make the following Rules :

PART I PROCEDURES TO BE FOLLOWED BY RESCUE CO-ORDINATION CENTRES AND RESCUE SUB-CENTRES DURING EMERGENCY PHASES

- | | |
|--|---|
| <p>1. Upon the declaration of the uncertainty phase, the rescue co-ordination centre or rescue sub-centre shall initiate enquiries to determine the safety of a person, a vessel or other craft, or shall declare the alert phase.</p> | <p>Declaration of Alert Phase.</p> |
| <p>2. Upon the declaration of the alert phase, the rescue co-ordination centre or rescue sub-centre shall extend the enquiries for the missing person, vessel or other craft, alert appropriate search and rescue services and initiate such action as is necessary in the light of the Circumstances of the particular case.</p> | <p>Initiation of Action</p> |
| <p>3. Upon the declaration of the distress phase, the rescue co-ordination centre or rescue sub-centre, as appropriate, shall proceed as prescribed in its plans of operation, as required by regulation 1 of these Regulations.</p> | <p>Execution of Plans of Operation</p> |
| <p>4. In the event of an emergency phase being declared for a search object whose position is unknown, the following shall apply—</p> <p>(a) when an emergency phase exists, a rescue co-ordination centre or rescue sub-centre shall, unless it is aware that other centres are taking action, assume responsibility for initiating suitable action and confer with other centre with the objective of designating one centre to assume responsibility :</p> <p>(b) unless otherwise decided by agreement between the centres concerned, the centre to be designated shall be the centre responsible for the area in which the search object was, according to its last reported position ; and</p> <p>(c) after the declaration of the distress phase, the centre co-ordinating the search and rescue operations shall, as appropriate, inform other centres of all the circumstances of the emergency and of all subsequent developments.</p> | <p>Initiation of Search and Rescue Operations when the Position of the Search Object is Unknown</p> |

Passing of
Information.

5. Whenever possible, the rescue co-ordination centre or rescue sub-centre for search and rescue operations shall forward to the person, a vessel or other craft for which an emergency phase has been declared, information on the search and rescue operations it has initiated.

Co-ordination
when Two or
more Parties
are Involved.

6. For search and rescue operations involving more than one Party, each Party shall take appropriate action in accordance with the plans of operation referred to in regulation 4 (a) of these Regulations when so requested by the rescue co-ordination centre of the region.

On-scene Co-
ordination of
Search and
Rescue
Activities.

7.---(1) The activities of search and rescue units and other facilities engaged in search and rescue operations shall be co-ordinated on-scene to ensure the most effective results.

(2) When multiple facilities are about to engage in search and rescue operations, and the rescue co-ordination centre or rescue sub-centre considers it necessary, the most capable person shall be designated as onscene co-ordinator as early as practicable and preferably before the facilities arrive within the specified area of operation. Specific responsibilities shall be assigned to the on-scene co-ordinator, taking into account the apparent capabilities of the on-scene co-ordinator and operational requirements.

(3) If there is no responsible rescue co-ordination centre or, for any reason, the responsible rescue co-ordination centre is unable to co-ordinate the search and rescue mission, the facilities involved shall designate an onscene co-ordinator by mutual agreement.

Termination
and
Suspension of
Search and
Rescue
Operations.

8. (1) Search and rescue operations shall continue, when practicable, until all reasonable hope of rescuing survivors has passed.

(2) The responsible rescue co-ordination centre or rescue sub-centre concerned shall normally decide when to discontinue search and rescue operations. If no such centre is involved in co-ordinating the operations, the on-scene co-ordinator may take this decision.

(3) When a rescue co-ordination centre or rescue sub-centre considers, on the basis of reliable information, that a search and rescue operation has been successful, or that the emergency no longer exists, it shall terminate the search and rescue operation and promptly inform any authority, facility or service which has been activated or notified.

(4) If a search and rescue operation on-scene becomes impracticable and the rescue co-ordination centre or rescue sub-centre concludes that survivors might still be alive, the centre may temporarily suspend the on-scene activities pending further developments and shall promptly inform any authority, facility or service which has been activated or notified. Information

subsequently received shall be evaluated and search and rescue operations resumed when justified on the basis of such information.

PART II - SHIP REPORTING SYSTEMS

9.—(1) Ship reporting systems may be established either individually General. by Parties or in co-operation with other States, where this is considered necessary, to facilitate search and rescue operations.

(2) Parties contemplating the institution of a ship reporting system should take account of the relevant recommendations of the Organization. Parties should also consider whether existing reporting systems or other sources of ship position data can provide adequate information for the region and seek to minimize unnecessary additional reports by ships or the need for rescue co-ordination centres to check with multiple reporting systems to determine availability of ships to assist with search and rescue operations.

(3) The ship reporting system shall provide up-to-date information on the movements of vessels in the event of a distress incident in order to

(a) reduce the interval between the loss of contact with a vessel and the initiation of search and rescue operations in cases where no distress signal has been received ;

permit rapid identification of vessels which may be called upon to provide assistance ;

(c) permit delineation of a search area of limited size in case the position of a person, a vessel or other craft in distress is unknown or uncertain ; and

(d) facilitate the provision of urgent medical assistance or advice.

10. Ship reporting systems, shall satisfy the following requirements

Operational
Requirements

(a) provision of information, including sailing plans and position reports, which would make it possible to determine the current and future positions of participating vessels ;

(b) maintenance of shipping plot ;

(c) receipt of reports at appropriate intervals from participating vessels ;

(d) simplicity in system design and operation ; and

(e) use of internally agreed standard ship reporting format and procedures.

11. A ship reporting system should incorporate the following types of ship reports in accordance with the recommendations of the Organization's

Types of
Reports.

(a) sailing plan ;

(b) position report ; and

(c) final report.

12. --(1) Parties shall encourage all vessels to report their position when travelling in areas where arrangements have been made to collect information on positions for search and rescue purposes.

(2) Parties recording information on the position of vessels should disseminate, so far as practicable, such information to other States when requested for search and rescue purposes.

Citation.

13. These Regulations may be cited as the Merchant Shipping (Search and Rescue) Regulations 2010.

SCHEDULE

SHIP REPORTING FORMAT AND PROCEDURES

FORMAT (*See note 1*)

Message Identifier :	SHIPREP (area or system designator)
Type of Report	A--- A 2-letter group : "SP" (sailing plan) "PR" (position report) "FR" (final report)
Ship :	B--- Name and call sign or ship station identity.
Date/time (G.M.T.) :	C--- A 6-digit group giving date of month (first 2 digits), hours and minutes (last 4 digits)
Position :	D--- Departure port (SP) or arrival port (FR) E --- A 4-digit group giving latitude in degrees and minutes suffixed with "N" or "S" and a 5-digit group giving longitude in degrees and minutes suffixed with "E" or "W"
True Course :	F--- A 3-digit group
Speed in Knots :	G--- A 2-digit group
Route Information :	H--- Intended track (<i>See note 2</i>)
E.T.A.	I--- Date/time group expressed by a 6-digit group, as in C above, followed by destination.
Coast Radio Station Guarded :	K--- Name of Station
Time of Next Report :	J--- Name of Station
Miscellaneous :	L--- Any other Information

PROCEDURES

The Report should be sent as follows :

Sailing Report Position Report : At, or immediately after, departure from a port or when entering into the area covered by a system (*See note 3*).

Position Report : When the ship's position varies more than 25 miles from the position that would have been predicted from previous reports, after a course alteration, when required by the system or as decided by the master.

Final Report : Shortly before or on arrival at destination or when leaving the area covered by a system (*See note 3*).

Note 1 : Sections of the ship reporting format which are inappropriate should be omitted from the report. *See the following examples.*

Examples of messages produced by using this format :

<i>Sailing Plan</i>	<i>Position Report</i>	<i>Final Report</i>
SHIPREP	SHIPREP	SHIPREP
A SP	A PR	A FR
B NONSUCH	B NONSUCH	B NONSUCH
MBCI	MBCI	MBCI
C 021030	C 041200	C 1110500
D NEW YORK	E 4604N 05123 W	D LONDON
F 060	F 089	
G 16	G 15	
H GC	J PORTISHEAD	
1102145	K 061200	
LONDON		
J PORTISHEAD		
K 041200		

Note 2 : In a reporting system, intended track may be reported by :

(a) latitude and longitude for each turn point, expressed as in E above, together with type of intended track between these points, for example "RL" (thumb line) "GC" (great circle) or "coastal", or

(b) in the case of coastal sailing, the forecast date and time, expressed by a 6-digit group as in C above, of passing significant off shore points.

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Note 3 : Sailing plan and final report should be transmitted rapidly, using system other than radio communications where practicable.

MADE at Abuja this 9th day of March, 2010.

IBRAHIM ISA BIO
Minister of Transportation

MERCHANTS SHIPPING (COLLISION) RULES 2010



ARRANGEMENT OF RULES

Rule :

PART I—GENERAL

1. General Application.
2. Responsibility.

PART II—STEERING AND SAILING RULES

A—Conduct of Vessels in any Condition of Visibility

3. Application of Rule in this Part.
4. Look-out.
5. Safe Speed.
6. Risk of Collision.
7. Action to avoid Collision.
8. Barrow Channels.
9. Traffic Separation Schemes.

B—Conduct Vessels in Sight of one Another

10. Vessels in Sight of one Another.
11. Sailing Vessels.
12. Overtaking.
13. Head-on Situation.
14. Crossing Situation.
15. Action by give-way Vessels.
16. Action by stand-on Vessels.
17. Responsibilities Between Vessels.

Section III—Conduct of Vessels in Restricted Visibility

18. Conduct of Vessels in Restricted Visibility.

PART III—LIGHTS AND SHAPES

19. Application.
20. Visibility of Lights.
21. Power-driven Vessels Underway.
22. Towing and Pushing.

- 23. Sailing Vessels Underway and Vessels under Oars.
- 24. Fishing Vessels.
- 25. Vessels not under Command or Restricted in their Ability to Manoeuvre.
- 26. Vessels Constrained by their Draught.
- 27. Pilot Vessels.
- 28. Anchored Vessels and Vessels Aground.
- 29. Scaplanes (and WIG craft)

PART IV—SOUND AND LIGHT SIGNALS

- 30. Definitions.
- 31. Equipment for Sound Signals.
- 32. Manoeuvring and Warning Signals.
- 33. Sound Signals in Restricted Visibility.
- 34. Signals to Attract Attention.
- 35. Distress Signals.

PART V—EXEMPTIONS

- 36. Exemption.
- 37. Interpretation.
- 38. Citation.

SCHEDULES

MERCHANTS SHIPPING ACT

(2007 No. 27)

Merchants Shipping (Collision) Rules 2010

[9th March, 2010] Commence-
ment.

In exercise of the powers conferred upon me by Sections 265 and 434 of the Merchants Shipping Act, 2007 and of all other powers enabling me in that behalf, I, ALHAJI IBRAHIM ISA BIO, Minister of Transport, hereby make the following Rules :

PART I—GENERAL.

1.—(1) These Rules shall apply to all vessels upon the high seas and in all waters connected therewith navigable by seagoing vessel. General Application.

(2) Nothing in these Rules shall interfere with the operation of special rules made by an appropriate authority for roadsteads, harbours, rivers, lakes or inland waterways connected with the high seas and navigable by seagoing vessels. Such special rules shall conform as closely as possible to these Rules.

(3) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any State with respect to additional station or signal lights, shapes or whistle signals for ships of war and vessels proceeding under convoy, or with respect to additional station or signal lights or shapes for fishing vessels engaged in fishing as a fleet. These additional station or signal lights, shapes or whistle signals shall, so far as possible, be such that they cannot be mistaken for any light, shape or signal authorized elsewhere under these Rules.

(4) Traffic separation schemes may be adopted by the Organization for the purpose of these Rules.

(5) Whenever the Government concerned shall have determined that a vessels of special construction or purpose cannot comply fully with the provision of any of these Rules with respect to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signaling appliances, without interfering with the special function of the vessel. Such vessel shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, as her Government shall have determined to be the closest possible compliance with these Rules in respect to that vessel.

2.—(1) Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case. Responsibility.

(2) In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

PART II—STEERING AND SAILING RULES

A—Conduct of Vessels in any Condition of Visibility

Application
of Rules in
this Part.

3. Rules in this Part apply in any condition of visibility.

Look-out.

4. Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

Safe Speed.

5.—(1) Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

(2) In determining a safe speed the following factors shall be among those taken into account :

(a) by all vessels—

(i) the state of visibility ;

(ii) the traffic density including concentrations of fishing vessels or any other vessels ;

(iii) the manoeuvrability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions ;

(iv) at night the presence of backscattered light such as from shore lights or from back scatter of her own lights ;

(v) the state of wind, sea and current, and the proximity of navigational hazards ;

(vi) the draught in relation to the available depth of water ;

(b) additionally, by vessels with operational radar :

(i) the characteristics, efficiency and limitations of the radar equipment,

(ii) any constraints imposed by the radar range scale in use,

(iii) the effect on radar detection of the sea state, weather and other sources of interference,

(iv) the possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range,

(v) the number, location and movement of vessels detected by radar.

(vi) the more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.

6.—(1) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist. Risk of Collision.

(2) Proper use shall be made of radar equipment if fitted and operation, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.

(3) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.

(4) In determining if risk of collision exists the following considerations shall among those taken into account—

(a) such risk shall be deemed to exist if the compass bearing an approaching vessel does not appreciably change ; and

(b) such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range.

7.—(1) Any action to avoid collision (shall be taken in accordance with the Rules of this Part and) shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship. Action to avoid Collision.

(2) Any alteration of course and speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar ; a succession of small alterations of course and speed should be avoided.

(3) If there is sufficient sea room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.

(4) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.

(5) If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion.

(6) A vessel—

(a) which, by any of these Rules, is required not to impede the passage or safe passage of another vessel shall, when required by the circumstances

of the case, take early action to allow sufficient sea room for the safe passage of the other vessel ;

(b) required not to impede the passage or safe passage of another vessel is not relieved of this obligation if approaching the other vessel so as to involve risk of collision and shall, when taking action, have full regard to the action which may be required by the Rules of this part ;

(c) the passage of which is not to be impeded remains fully obliged to comply with the Rules of this part when the two vessels are approaching one another so as to involve risk of collision.

Narrow
Channels.

8.—(1) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.

(2) A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.

(3) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.

(4) A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway and the latter vessel may use the sound signal prescribed in Rule 34(d) if in doubt as to the intention of the crossing vessel :

(a) in a narrow channel or fairway when overtaking can take place only if the vessel to be overtaken has to take action to permit safe passing, the vessel intending to overtake shall indicate her intention by sounding the appropriate signal prescribed in Rule 32(c)(i) ;

(b) the vessel to be overtaken shall, if in agreement, sound the appropriate signal prescribed in Rule 32(c)(ii) and take steps to permit safe passing. If in doubt she may sound the signals prescribed in Rule 32(d) ; and

(c) this Rule does not relieve the overtaking vessel of her obligation, under Rule 12.

(5) A vessel nearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 33(e).

(6) Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.

Traffic
Separation
Schemes.

9.—(1) This Rule applies to traffic separation schemes adopted by the Organization (and does not relieve any vessel of her obligation under any other Rule).

(2) A vessel using a traffic separation scheme shall—

(a) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane ;

(b) so far as practicable keep clear of a traffic separation line or separation zone ;

(c) normally join or leave a traffic lane at the termination of the lane, but when joining or practicable.

(3) A vessel shall, so far as practicable, avoid crossing traffic lanes, but if obliged to do so shall cross as nearly as practicable at right angles to the general direction of traffic flow.

(4) A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 metres in length, sailing vessels and vessels engaged in fishing may use the inshore traffic zone.

(5) Notwithstanding paragraph (6), a vessel may use an inshore traffic zone when en route to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.

(6) Inshore, traffic zones shall not normally be used by through traffic which can safely use the appropriate traffic lane within the adjacent traffic separation scheme.

(7) A vessel, other than a crossing vessel or a vessel joining or leaving a Lane shall not normally enter a separation zone or cross a separation line except—

(a) in cases of emergency to avoid immediate danger ;

(b) to engage in fishing within a separation zone.

(8) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.

(9) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.

(10) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.

(11) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.

(12) A vessel of less than 20 metres in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.

(13) A vessel restricted in her ability, to manoeuvre when engaged in an operation for the maintenance of safety of navigation in a traffic separation scheme is exempted from complying with this Rule to the extent necessary to carry out the operation.

(14) A vessel restricted in her ability to manoeuvre when engaged in an operation for the laying, servicing or picking up of a submarine cable, within a traffic separation scheme, is exempted from complying with this Rule to the extent necessary to carry out the operation.

B—Conduct of Vessels in Sight of one Another

Vessels in
Sight of one
Another.

10. Rules in this Part apply to vessels in sight of one another.

Sailing
Vessels.

11.—(1) When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows :

(a) when each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other ;

(b) when both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward ;

(c) if a vessel with the wind on the portside sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, she shall keep out of the way of the other.

(2) For the purposes of this Rule the windward side shall be deemed to be the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.

Overtaking.

12.—(1) Notwithstanding anything contained in these Rules any vessel overtaking any other shall keep out of the way of the vessel being overtaken.

(2) A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the sternlight of that vessel but neither of her sidelights.

(3) When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly.

(4) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of

these Rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

13.—(1) When two power-driven vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision each shall alter her course to starboard so that each shall pass on the port side of the other. Head-on Situation.

(2) Such a situation shall be deemed to exist when a vessel sees the other ahead or nearly ahead and by night she could see the masthead lights of the other in a line or nearly in a line or both sidelights and by day she observes the corresponding aspect of the other vessel.

(3) When a vessel is in any doubt as to whether such a situation exists she shall assume that it does exist and act accordingly.

14. When two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel. Crossing Situation.

15. Every vessel which is directed by these Rules to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear. Action by give way Vessel.

16.—(1) Where by any of these Rules one of two vessels is to keep out of the way the other shall keep her course and speed and the latter vessel may however take action to avoid collision by her manoeuvre alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with these Rules. Action by Stand-on Vessel.

(2) When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision.

(3) A power-driven vessel which takes action in a crossing situation in accordance with paragraph (1) of this Rule to avoid collision with another power-driven vessel shall, if the circumstances of the case admit, not alter course to port for a vessel on her own port side.

(4) This rule does not relieve the give-way vessel of her obligation to keep out of the way.

17.—(1) Except where Rules 8, 9 and 12 otherwise require—

(a) a power-driven vessel underway shall keep out of the way of—

(i) a vessel not under command ;

(ii) a vessel restricted in her ability to manoeuvre ;

Responsibilities between Vessels.

- (iii) a vessel engaged in fishing ;
- (iv) a sailing vessel ;
- (b) a sailing vessel underway shall keep out of the way of—
 - (i) a vessel not under command ;
 - (ii) a vessel restricted in her ability to manoeuvre ;
 - (iii) a vessel engaged in fishing ;
- (c) a vessel engaged in fishing when underway shall, so far as possible, keep out of the way—
 - (i) a vessel not under command ;
 - (ii) a vessel restricted in her ability to manoeuvre.

(2) Any vessel other than a vessel not under command or a vessel restricted in her ability to manoeuvre shall, if the circumstances of the case admit, avoid impeding the safe passage of a vessel constrained by her draught, exhibiting the signals in rule 27.

(3) A vessel constrained by her draught shall navigate with particular caution having full regard to her special condition.

(4) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with the Rules of this Part.

(5) A WIG craft—

(a) shall, when taking off, landing and in flight near the surface, keep well, clear of all other vessels and avoid impeding their navigation ;

(b) operating on the water surface shall comply with the Rules of this Part as a power-driven vessel.

C—Conduct of Vessels in Restricted Visibility

Conduct of
Vessels in
Restricted
Visibility.

18.—(1) This Rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility.

(2) Every vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A power-driven vessel shall have her engines ready for immediate manoeuvre.

(3) Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with the rules of this Part.

(4) A vessel which detects by radar alone the presence of another vessel shall determine if a close-quarters situation is developing or risk of collision exists. If so, she shall take avoiding action in ample time, provided that when

such action consists of an alteration of course, so far as possible the following shall be avoided—

(a) an alteration of course to port for a vessel forward of the beam, other than for a vessel being overtaken ;

(b) an alteration of course towards a vessel abeam or abaft the beam.

(5) Except where it has been determined that a risk of collision does not exist, every vessel which hears apparently forward of her beam the fog signal of another vessel, or which cannot avoid a close-quarters situation with another vessel forward of her beam, shall reduce her speed to the minimum at which she can be kept on her course. She shall if necessary take all her way off and in any event navigate with extreme caution until danger of collision is over.

PART III—LIGHTS AND SHAPES

19.—(1) Rules in this Part shall be complied with in all weathers.

Application.

(2) The Rules concerning lights shall be complied with from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the lights specified in these Rules or do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

(3) The lights prescribed by these Rules shall, if carried, also be exhibited from sunrise to sunset in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary.

(4) The Rules concerning shapes shall be complied with by day.

(5) The lights and shapes specified in these Rules shall comply with the provisions of First Schedule to these Rules.

20. The lights prescribed in these Rules shall have intensity as specified in paragraph 8 of the First Schedule to these Rules so as to be visible at the following minimum ranges :

Visibility of
Lights.

(a) in vessels of 50 metres or more in length: a masthead light, 6 miles; a sidelight, 3 miles; a sternlight, 3 miles; a towing light, 3 miles; a white, red, green or yellow all-around light, 3 miles ;

(b) in vessels of 12 metres or more in length but less than 50 metres in length: a masthead light, 5 miles; except that where the length of the vessel is less than 20 metres, 3 miles; a sidelight, 2 miles; a sternlight, 2 miles; a towing light, 2 miles; a white, red, green or yellow all-around light, 2 miles ;

(c) in vessels of less than 12 metres in length: a masthead light, 2 miles; a sidelight, 1 miles; a sternlight, 2 miles; a towing light, 2 miles; a white, red, green or yellow all-around light, 2 miles ;

(d) in inconspicuous, partly submerged vessels or objects being towed: a white all-round light, 3 miles.

Power-
driven
Vessels
Underway.

21.—(1) A power-driven vessel underway shall exhibit—

(a) a masthead light forward ;

(b) a second masthead light abaft of and higher than the forward one ; except that a vessel of less than 50 metres in length shall not be obliged to exhibit such light but may do so ;

(c) sidelights ;

(d) a sternlight.

(2) An air-cushion vessel when operating in the non-displacement mode shall, in addition to the lights prescribed in paragraph (1) of this rule, exhibit an all-around flashing yellow light.

(3) A WIG craft only when taking off, landing and in flight near the surface shall, in addition to the lights prescribed in paragraph (1) of this rule, exhibit a high intensity all-around flashing red light.

(4) A power-driven vessel of less than 12 metres in length may in lieu of the lights prescribed in paragraph (1) of this rule exhibit an all-round white light and sidelights.

(5) A power-driven vessel of less than 7 metres in length whose maximum speed does not exceed 7 knots may in lieu of the lights prescribed in paragraph (1) of this rule exhibit an all-round white light and shall, if practicable, also exhibit sidelights.

(6) The masthead light or all-round white light on a power-driven vessel of less than 12 metres in length may be displaced from the fore and aft centreline of the vessel if centreline fitting is not practicable, provided that the sidelights are combined in one lantern which shall be carried on the fore and aft centreline of the vessel or located as nearly as practicable in the same fore and aft line as the masthead light or the all-round white light.

Towing and
Pushing.

22.—(1) A power-driven vessel when towing shall exhibit—

(a) instead of the light prescribed in rule 21(1)(a) or (1)(b), two masthead lights in a vertical line. When the length of the tow, measuring from the stern of the towing vessel to the after end of the tow exceeds 200 metres, three such lights in a vertical line ;

(b) sidelights ;

(c) a sternlight ;

(d) a towing light in a vertical line above the sternlight ;

(e) when the length of the tow exceeds 200 metres, a diamond shape where it can best be seen.

(2) When a pushing vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as a power-driven vessel and exhibit the lights prescribed in Rule 23.

(3) A power-driven vessel when pushing ahead or towing alongside, except in the case of a composite unit, shall exhibit—

(a) instead of the light prescribed in rule 21(1)(a), two masthead lights forward in a vertical line ;

(b) sidelights ;

(c) a sternlight.

(4) A power-driven vessel to which paragraph (1) or (3) of this rule apply shall also comply with rule 21(1)(b).

(5) A vessel or object being towed, other than those mentioned in paragraph (7) of this Rule, shall exhibit :

(a) sidelights ;

(b) a sternlight ;

(c) when the length of the tow exceeds 200 metres, a diamond shape where it can best be seen.

(6) Provided that any number of vessels being towed or pushed in a group shall be lighted as one vessel :

(a) a vessel being pushed ahead, not being part of a composite unit, shall exhibit at the forward end, sidelights ;

(b) a vessel being towed alongside shall exhibit a sternlight and at the forward end, sidelights.

(7) An inconspicuous, partly submerged vessel or object, or combination of such vessels or objects being towed, shall exhibit—

(a) if it is less than 25 meters in breadth, one all-round white light at or near the forward end and one at or near the after end except that dracons need not exhibit a light at or near the forward end ;

(b) if it is 25 metres or more in breadth, two additional all-round white lights at or near the extremities of its breadth ;

(c) if it exceeds 100 metres in length, additional all-round white lights between the lights prescribed in sub-paragraphs (i) and (ii) so that the distance between the lights shall not exceed 100 metres ;

(d) a diamond shape at or near the aftermost extremity of the last vessel or object being towed and if the length of the tow exceeds 200 metres an additional diamond shape where it can best be seen and located as far forward as is practicable.

(8) Where from any sufficient cause it is impracticable for a vessel or object being towed to exhibit the lights or shapes prescribed in paragraph (5) or (7) of this rule, all possible measures shall be taken to light the vessel or object towed or at least to indicate the presence of such vessel or object.

(9) Where from any sufficient cause it is impracticable for a vessel not normally engaged in towing operations to display the lights prescribed in paragraph (1) or (3) of this rule, such vessel shall not be required to exhibit those lights when engaged in towing another vessel in distress or otherwise in need of assistance. All possible measures shall be taken to indicate the nature of the relationship between the towing vessel and the vessel being towed as authorized by rule 34, in particular by illuminating the towline.

Sailing
Vessels
underway
and Vessels
under Oars.

23.—(1) A sailing vessel underway shall exhibit :

- (a) sidelights ;
- (b) a sternlight.

(2) In a sailing vessel of less than 20 metres in length the lights prescribed in paragraph (1) of this rule may be combined in one lantern carried at or near the top of the mast where it can best be seen.

(3) A sailing vessel underway may, in addition to the lights prescribed in paragraph (1) of this rule, exhibit at or near the top of the mast, where they can best be seen, two all-round lights in a vertical line, the upper being red and the lower green, but these lights shall not be exhibited in conjunction with the combined lantern permitted by paragraph (2) of this rule.

(4) A sailing vessel of less than 7 metres in length shall, if practicable, exhibit the lights prescribed in paragraph (1) or (2) of this rule, but she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.

(5) A vessel under oars may exhibit the lights prescribed in this rule for sailing vessels, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.

(6) A vessel proceeding under sail when also being propelled by machinery shall exhibit forward where it can best be seen a conical shape, apex downwards.

Fishing
Vessels.

24.—(1) A vessel engaged in fishing, whether underway or at anchor, shall exhibit only the lights and shapes prescribed in this Rule.

(2) A vessel when engaged in trawling, by which is meant the dragging through the water of a dredge net or other apparatus used as a fishing appliance, shall exhibit :

(a) two all-round lights in a vertical line, the upper being green and the lower white, or a shape consisting of two cones with their apexes together in a vertical line one above the other; a vessel of less than 20 metres in length may instead of this shape exhibit a basket ;

(b) a masthead light abaft of and higher than the all-round green light; a vessel of less than 50 metres in length shall not be obliged to exhibit such a light but may do so ;

(c) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a stemlight.

(3) A vessel engaged in fishing, other than trawling, shall exhibit :

(a) two all-round lights in a vertical line, the upper being red and the lower white, or a shape consisting of two cones with apexes together in a vertical line one above the other; a vessel of less than 20 metres in length may instead of this shape exhibit a basket ;

(b) when there is outlying gear extending more than 150 metres horizontally from the vessel, an all-round white light or a cone apex upwards in the direction of the gear ;

(c) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.

(4) A vessel engaged in fishing in close proximity to other vessels may exhibit the additional signals described in the Second Schedule to these Rules.

(5) A vessel when not engaged in fishing shall not exhibit the lights or shapes prescribed in this Rule, but only those prescribed for a vessel of her length.

25.—(1) A vessel not under command shall exhibit—

(a) two all-round red lights in a vertical line where they can best be seen ;

(b) two balls or similar shapes in a vertical line where they can best be seen ;

(c) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.

(2) A vessel restricted in her ability to manoeuvre, except a vessel engaged in mine clearance operations, shall exhibit—

(a) three all-round lights in a vertical line where they can best be seen and the highest and lowest of these lights shall be red and the middle light shall be white ;

(b) three shapes in a vertical line where they can best be seen and the highest and lowest of these shapes shall be balls and the middle one a diamond ;

Vessels not
under
Command or
Restricted in
their Ability
to
Manoeuvre.

(c) when making way through the water, a masthead light or lights, sidelights and a sternlight, in addition to the lights prescribed in sub-paragraph (a) ;

(d) when at anchor, in addition to the lights or shapes prescribed in sub-paragraphs (a) and (b), the light, lights or shape prescribed in rule 29.

(3) A power-driven vessel engaged in towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from their course shall, in addition to the lights or shapes prescribed in rule 23(1), exhibit the lights or shapes prescribed in sub-paragraphs (2)(a) and (b) of this rule.

(4) A vessel engaged in dredging or underwater operations, when restricted in her ability to manoeuvre, shall exhibit the lights and shapes prescribed in paragraph (2)(a), (b) and (c) of this rule and shall in addition, when an obstruction exists, exhibit :

(a) two all-round red lights or two balls in a vertical line to indicate the side on which the obstruction exists ;

(b) two all-round green lights or two diamonds in a vertical line to indicate the side on which another vessel may pass ;

(c) when at anchor, the lights or shapes prescribed in this paragraph instead of the lights or shape prescribed in rule 28.

(5) Whenever the size of a vessel engaged in diving operations makes it impracticable to exhibit all lights and shapes prescribed in paragraph (4) of this rule, the following shall be exhibited—

(a) three all-round lights in a vertical line where they can best be seen and the highest and lowest of these lights shall be red and the middle light shall be white ;

(b) a rigid replica of the International Code flag "A" not less than 1 metre in height and measures shall be taken to ensure its all-round visibility.

(6) A vessel engaged in mine-clearance operations shall in addition to the lights prescribed for a power-driven vessel in Rule 21 or to the lights or shape prescribed for a vessel at anchor in Rule 28 as appropriate, exhibit three all-round green lights or three balls. One of these lights or shapes shall be exhibited near the foremast head and one at each end of the fore yard. These lights or shapes indicate that it is dangerous for another vessel to approach within 1,000 metres of the mine-clearance vessel.

(7) Vessels of less than 12 metres in length, except those engaged in diving operations, shall not be required to exhibit the lights and shapes prescribed in this rule.

(8) The signals prescribed in this rule are not signals of vessels in distress and requiring assistance. Such signals are contained in Fourth Schedule to these Rules.

26. A vessel constrained by her draught may, in addition to the lights prescribed for power-driven vessels in rule 21, exhibit where they can best be seen three all-round red lights in a vertical line, or a cylinder.

Vessels
Constrained
by their
Draught.

27.—(1) A vessel engaged in pilotage duty shall exhibit—

Pilot
Vessels.

(a) at or near the masthead, two all-round lights in a vertical line, the upper being white and the lower red ;

(b) when underway, in addition, sidelights and a sternlight ;

(c) when at anchor, in addition to the lights prescribed in sub-paragraph (b), the light, lights or shape prescribed in rule 28 for vessels at anchor.

(2) A pilot vessel when not engaged on pilotage duty shall exhibit the lights or shapes prescribed for a similar vessel of her length.

28.—(1) A vessel at anchor shall exhibit where it can best be seen—

Anchored
Vessels and
Vessels
Aground.

(a) in the fore part, an all-round white light or one ball ;

(b) at or near the stern and at a lower level than the light prescribed in paragraph (1), an all-round white light.

(2) A vessel of less than 50 metres in length may exhibit an all-round white light where it can best be seen instead of the lights prescribed in paragraph (1) of this Rule.

(3) A vessel at anchor may, and a vessel of 100 metres and more in length shall, also use the available working or equivalent lights to illuminate her decks.

(4) A vessel aground shall exhibit the lights prescribed in paragraph (1) or (2) of this rule and in addition, where they can best be seen—

(a) two all-round red lights in a vertical line ;

(b) three balls in a vertical line.

(5) A vessel of less than 7 metres in length, when at anchor, not in or near a narrow channel, fairway or anchorage, or where other vessels normally navigate, shall not be required to exhibit the lights or shape prescribed in paragraphs (1) and (2) of this rule.

(6) A vessel of less than 12 metres in length, when aground, shall not be required to exhibit the lights or shapes prescribed in paragraph (4) of this rule.

29. Where it is impracticable for a seaplane or a WIG craft to exhibit lights and shapes of the characteristics or in the positions prescribed in the Rules of this Part she shall exhibit lights and shapes as closely similar in characteristics and positions as is possible.

Seaplanes
(and WIG
craft).

PART IV—SOUND AND LIGHT SIGNALS

Definitions.

30. In this Part of these Rules—

“*whistle*” means any sound signalling appliance capable of producing the prescribed blasts and which complies with the specifications in the Third Schedule to these Rules ;

“*short blast*” means a blast of about one second’s duration ;

“*prolonged blast*” means a blast of from four to six seconds’ duration.

Equipment
for Sound
Signals.

31.—(1) A vessel of 12 metres or more in length shall be provided with a whistle and a bell (a vessel of 20 metres or more in length shall be provided with a bell in addition to a whistle) and a vessel of 100 metres or more in length shall, in addition, be provided with a gong, the tone and sound of which cannot be confused with that of the bell. The whistle, bell and gong shall comply with the specification in the Third Schedule to these Rules. The bell or gong or both may be replaced by other equipment having the same respective sound characteristics, provided that manual sounding of the prescribed required signals shall always be possible.

(2) A vessel of less than 12 metres in length shall not be obliged to carry the sound signalling appliances prescribed in paragraph (1) of this rule but if she does not, she shall be provided with some other means of making an efficient sound signal.

Manoeuvring
and Warning
Signals.

32.—(1) When vessels are in sight of one another, a power-driven vessel underway, when manoeuvring as authorized or required by these Rules, shall indicate that manoeuvre by the following signals on her whistle :

- (a) one short blast to mean “*I am altering my course to starboard*” ;
- (b) two short blasts to mean “*I am altering my course to port*” ;
- (c) three short blasts to mean “*I am operating astern propulsion*” ;

(2) Any vessel may supplement the whistle signals prescribed in paragraph (1) of this rule by light signals, repeated as appropriate, whilst the manoeuvre is being carried out :

(a) these light signals shall have the following significance—

- (i) one flash to mean “*I am altering my course to starboard*” ;
- (ii) two flashes to mean “*I am altering my course to port*” ;
- (iii) three flashes to mean “*I am operating astern propulsion*” ;

(b) the duration of each flash shall be about one second, the interval between flashes shall be about one second, and the interval between successive signals shall be not less than ten seconds ;

(c) the light used for this signal shall, if fitted, be an all-round white light, visible at a minimum range of 5 miles, and shall comply with the provisions of the First Schedule to these Rules.

(3) When in sight of one another in a narrow channel or fairway :

(a) a vessel intending to overtake another shall in compliance with Rule 9(e)(i) indicate her intention by the following signals on her whistle—

(i) two prolonged blasts followed by one short blast to mean "*I intend to overtake you on your starboard side*" ;

(ii) two prolonged blasts followed by two short blasts to mean "*I intend to overtake you on your port side*".

(b) the vessel about to be overtaken when acting in accordance with Rule 9(e)(i) shall indicate her agreement by the following signal on her whistle—

(i) one prolonged,

(ii) one short,

(iii) one prolonged, and

(iv) one short blast,

in that order.

(4) When vessels in sight of one another are approaching each other and from any cause either vessel fails to understand the intentions or actions of the other, or is in doubt whether sufficient action is being taken by the other to avoid collision, the vessels in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the whistle. Such signal may be supplemented by a light signal of at least five short and rapid flashes.

(5) A vessel nearing a bend or an area of a channel or fairway where other vessels may be obscured by an intervening obstruction shall sound one prolonged blast. Such signal shall be answered with a prolonged blast by any approaching vessel that may be within hearing around the bend or behind the intervening obstruction.

(6) If whistles are fitted on a vessel at a distance apart of more than 100 metres, one whistle only shall be used for giving manœuvring and warning signals.

33. In or near an area of restricted visibility, whether by day or night, the signals prescribed in this Rule shall be used as follows :

Sound
Signals in
Restricted
Visibility.

(a) a power-driven vessel making way through the water shall sound at intervals of not more than 2 minutes, one prolonged blast ;

(b) a power-driven vessel underway but stopped and making no way

through the water shall sound at intervals of not more than 2 minutes two prolonged blasts in succession with an interval of about 2 seconds between them ;

(c) a vessel not under command, a vessel restricted in her ability to manoeuvre, a vessel constrained by her draught, a sailing vessel, a vessel engaged in fishing and a vessel engaged in towing or pushing another vessel shall, instead of the signals prescribed in paragraphs (a) or (b) of this rule, sound at intervals of not more than 2 minutes three blasts in succession, namely one prolonged followed by two short blasts ;

(d) a vessel engaged in fishing, when at anchor, and a vessel restricted in her ability to manoeuvre when carrying out her work at anchor, shall instead of the signals prescribed in paragraph (g) of this Rule sound the signal prescribed in paragraph (c) of this Rule ;

(e) a vessel towed or if more than one vessel is towed the last vessel of the tow, if manned, shall at intervals of not more than 2 minutes sound four blasts in succession, namely one prolonged followed by three short blasts. When practicable, this signal shall be made immediately after the signal made by the towing vessel ;

(f) when a pushing vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as a power-driven vessel and shall give the signals prescribed in paragraphs (a) or (b) of this Rule ;

(g) a vessel at anchor shall at intervals of not more than one minute ring the bell rapidly for about 5 seconds. In a vessel of 100 metres or more in length the bell shall be sounded in the forepart of the vessel and immediately after the ringing of the bell the gong shall be sounded rapidly, for about 5 seconds in the after part of the vessel. A vessel at anchor may in addition sound three blasts in succession, namely one short, one prolonged and one short blast, to give warning of her position and of the possibility of collision to an approaching vessel ;

(h) a vessel aground shall give the bell signal and if required the gong signal prescribed in paragraph (g) of this Rule and shall, in addition, give three separate and distinct strokes on the bell immediately before and after the rapid ringing of the bell. A vessel aground may in addition sound an appropriate whistle signal ;

(i) a vessel of 12 metres or more but less than 20 metres in length shall not be obliged to give the bell signals prescribed in paragraphs (g) and (h) of this Rule. However, if she does not, she shall make some other efficient sound signal at intervals of not more than 2 minutes ;

(j) a vessel of less than 12 metres in length shall not be obliged to give the above-mentioned signals but, if she does not, shall make some other efficient sound signal at intervals of not more than 2 minutes ;

(k) a pilot vessel when engaged on pilotage duty may in addition to the signals prescribed in paragraphs (a), (b) or (f) of this Rule sound an identity signal consisting of four short blasts.

34. If necessary to attract the attention of another vessel any vessel may make light or sound signals that cannot be mistaken for any signal authorized elsewhere in these Rules, or may direct the beam of her searchlight in the direction of the danger, in such a way as not to embarrass any vessel. Any light to attract the attention of another vessel shall be such that it cannot be mistaken for any aid to navigation. For the purpose of this Rule the use of high intensity intermittent or revolving lights, such as strobe lights, shall be avoided.

Signals to
Attract
Attention.

35. When a vessel is in distress and requires assistance she shall use or exhibit the signals described in the Fourth Schedule to these Rules.

Distress
Signals.

PART V—EXEMPTIONS

36. Any vessel (or class of vessels) provided that she complies with the requirements of the International Regulations for Preventing Collisions at Sea, 1960, the keel of which is laid or which is at a corresponding stage of construction before the entry into force of these Rules may be exempted from compliance therewith as follows :

Exemptions.

(a) the installation of lights with ranges prescribed in Rule 20, until four years after the date of entry into force of these Rules ;

(b) the installation of lights with colour specifications as prescribed in paragraph 7 of the First Schedule to these Rules, until four years after the date of entry into force of these Rules ;

(c) the repositioning of lights as a result of conversion from Imperial to metric units and rounding off measurement figures, permanent exemption ;

(d) the repositioning of masthead lights on vessels of less than ISO metres in length, resulting from the prescriptions of Section 3(a) of the First Schedule to these Rules, permanent exemption ;

(e) the repositioning of masthead lights on vessels of ISO metres or more in length, resulting from the prescriptions of paragraph 3(a) of the First Schedule to these Rules, until nine years after the date of entry into force of these Rules ;

(f) the repositioning of masthead lights resulting from the prescriptions of paragraph 2(1) of the First Schedule to these Rules, until nine years after the date of entry into force of these Rules ;

(g) the repositioning of sidelights resulting from the prescriptions of paragraph 3(1) of the First Schedule to these Rules, until nine years after the date of entry into force of these Rules ;

(h) the requirements for sound signal appliances prescribed in the Third

Schedule to these Rules, until nine years after the date of entry into force of these Rules ; and

(i) the repositioning of all-round lights resulting from the prescription of paragraph 9(2) of the First Schedule to these Rules, permanent exemption.

Interpreta-
tion.

37. For the purpose of these Rules, except where the context otherwise requires—

"all round light" means a light showing an unbroken light over an arc of the horizon of 360 degrees ;

"flashing light" means a light flashing at regular intervals at a frequency of 120 dashes or more per minute ;

"height above the hull" means height above the uppermost continuous deck and this height shall be measured from the position vertically beneath the location of the light ;

"length" and *"breadth"* of a vessel mean her length overall and greatest breadth ;

"masthead light" means a white light placed over the fore and aft centreline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side of the vessel ;

"power-driven vessel" means any vessel propelled by machinery ;

"restricted visibility" means any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms or any other similar causes ;

"sailing vessel" means any vessel under sail provided that propelling machinery, if fitted, is not being used ;

"seaplane" includes any aircraft designed to manoeuvre on the water ;

"sidelights" means a green light on the starboard side and a red light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed so as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side. In a vessel of less than 20 metres in length the sidelights may be combined in one lantern carried on the fore and aft centreline of the vessel ;

"sternlight" means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel ;

"towing light" means a yellow light having the same characteristics as the "sternlight" defined in paragraph (c) of this Rule ;

"underway" means that a vessel is not at anchor, or made fast to the shore, or aground ;

"vessel" includes every description of water-craft, including non-displacement craft, [WIG craft] and seaplanes, used or capable of being used as a means of transportation on water and vessels shall be deemed to be in sight of one another only when one can be observed visually from the other ;

"vessel constrained by her draught" means a power-driven vessel which, because of her draught in relation to the available depth [and width] of water, is severely restricted in her ability to deviate from the course she is following ;

"vessel engaged in fishing" means any vessel fishing with nets, lines, trawls or other fishing apparatus which restrict manoeuvrability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict maneuverability ;

"vessel not under command" means a vessel which through some exceptional circumstances is unable to manoeuvre as required by these Rules and is therefore unable to keep out of the way of another vessel ;

"vessel restricted in her ability to manoeuvre" means a vessel which from the nature of her work is restricted in her ability to manoeuvre as required by these Rules and is therefore unable to keep out of the way of another vessel ;

"vessels restricted in their ability to manoeuvre" shall include but not be limited to a vessel engaged in—

- (a) laying, servicing or picking up a navigation mark, submarine cable or pipeline ;
- (b) dredging, surveying or underwater operations ;
- (c) replenishment or transferring persons, provisions or cargo while underway ;
- (d) the launching or recovery of aircraft ;
- (e) mine clearance operations ;
- (f) a towing operation such as renders her unable to deviate from her course ;

"Wing-In-Ground (WIG) craft" means a multimodal craft which, in its main operational mode, flies in close proximity to the surface by utilizing surface-effect action.

38. These Rules may be cited as Merchant Shipping (Collision) Rules Citation.

SCHEDULES

FIRST SCHEDULE

*sections 19(5), 20,
32(2)(c), 35 and
36(b)(c)(e)(f)(g)*

POSITIONING AND TECHNICAL DETAILS OF LIGHTS AND SHAPES

A.—Vertical Positioning and Spacing of Lights

1.—(1) On a power-driven vessel of 20 metres or more in length the masthead lights shall be placed as follows :

(a) the forward masthead light, or if only one masthead light is carried, then that light, at a height above the hull of not less than 6 metres, and, if the breadth of the vessel exceeds 6 metres, then at a height above the hull not less than such breadth, so however that the light need not be placed at a greater height above the hull than 12 metres ;

(b) when two masthead lights are carried the after one shall be at least 4.5 metres vertically higher than the forward one.

(2) The vertical separation of masthead lights of power-driven vessels shall be such that in all normal conditions of trim the after light will be seen over and separate from the forward light at a distance of 1000 metres from the stem when viewed from sea level.

(3) The masthead light of a power-driven vessel of 12 metres but less than 20 metres in length shall be placed at a height above the gunwale of not less than 2.5 metres.

(4) A power-driven vessel of less than 12 metres in length may carry the uppermost light at a height of less than 2.5 metres above the gunwale. When a masthead light is carried in addition to sidelights and a sternlight, or the all-round light prescribed in Rule 21(4) is carried in addition to sidelights, then such masthead light or all-round light shall be carried at least 1 metre higher than the sidelights.

(5) One of the two or three masthead lights prescribed for a power-driven vessel when engaged in towing or pushing another vessel shall be placed in the same position as either the forward masthead light or the after masthead light; provided that, if carried on the aftermast, the lowest after masthead light shall be at least 4.5 metres vertically higher than the forward masthead light.

(6)(a) The masthead light or lights prescribed in Rule 21(1) shall be so placed as to be above and clear of all other lights and obstructions except as described in paragraph (b).

(b) When it is impracticable to carry the all-round lights prescribed by Rule 25(2)(a) or Rule 26 below the masthead lights, they may be carried above the after masthead light(s) or vertically in between the forward masthead light(s) and after masthead light(s), provided that in the latter case the requirement of paragraph 3(c) of this Schedule shall be complied with.

(7) The sidelights of a power-driven vessel shall be placed at a height above the hull not greater than three quarters of that of the forward masthead light. They shall not be so low as to be interfered with by deck lights.

(8) The sidelights, if in a combined lantern and carried on a power-driven vessel of less than 20 metres in length; shall be placed not less than 1 metre below the masthead light.

(a) When the Rules prescribe two or three lights to be carried in a vertical line, they shall be spaced as follows ;

(b) on a vessel of 20 metres in length or more such lights shall be spaced not less than 2 metres apart, and the lowest of these lights shall, except where a towing light is required be placed at a height of not less than 4 metres above the hull ;

(c) on a vessel of less than 20 metres in length such lights shall be spaced no less than 1 metre apart and the lowest of these lights shall, except where a towing light is required, be placed at a height of not less than 2 metres above the hull gunwale ;

(d) when three lights are carried they shall be equally spaced.

(9) The lower of the two all-around lights prescribed for a vessel when engaged in fishing shall be at a height above the sidelights not less than twice the distance between the two vertical lights.

(10) The forward anchor light prescribed in Rule 28(1)(a), when two are carried, shall not be less than 4.5 metres above the after one. On a vessel of 50 metres or more in length this forward anchor light shall be placed at a height of not less than 6 metres above the hull.

B.—Horizontal Positioning and Spacing of Lights

2.—(1) When two masthead lights are prescribed for a power-driven vessel, the horizontal distance between them shall not be less than one half of the length of the vessel but need not be more than 100 metres. The forward light shall be placed not more than one quarter of the length of the vessel from the stem.

(2) On a power-driven vessel of 20 metres or more in length the sidelights shall not be placed in front of the forward masthead lights. They shall be placed at or near the side of the vessel.

(3) When the lights prescribed in Rule 25(2)(a) or Rule 26 are placed vertically between the forward masthead lights and the after masthead lights these all-round lights shall be placed at a horizontal distance of not less than 2 metres from the fore and after centre line of the vessel in the athwartship direction.

C.—Details of Location of Direction-Indicating Lights for Fishing Vessels, Dredges and Vessels Engaged in (Underwater Operations).

3.—(1) The light indicating the direction of the outlying gear from a vessel engaged in fishing as prescribed in Rule 24(3)(b) shall be placed at a horizontal distance of not less than 2 metres and not more than 6 metres away from the two all-round red and white lights. This light shall be placed not higher than the all-round white light prescribed in Rule 24(3)(a) and not lower than the sidelights.

(2) The lights and shapes on a vessel engaged in dredging or underwater operations to indicate the obstructed side and/or the side on which it is safe to pass, as prescribed in Rule 25(4)(a) and (b), shall be placed at the maximum practical horizontal distance, but in no case less than 2 metres, from the lights or shapes prescribed in Rule 25(2)(a) and (b) and in no case shall the upper of these lights or shapes be at a greater height than the lower of three lights or shapes prescribed in Rule 25(2)(a) and (b).

D.—Screens of Sidelights

4. The sidelights of vessels of 20 metres or more in length shall be fitted with inboard screens painted matt black, and meeting the requirements of paragraph 9 of this Schedule. On vessels of less than 20 metres in length the sidelights, if necessary to meet the requirements of paragraph 9 of this Schedule, shall be fitted with inboard matt black screens. With a combined lantern, using a single vertical filament and a very narrow division between the green and red sections, external screens need not be fitted.

E.—Shapes

5.—(1) Shapes shall be black and of the following sizes :

- (a) a ball shall have a diameter of not less than 0.6 metre ;
- (b) a cone shall have a base diameter of not less than 0.6 metre and a height equal to its diameter ;
- (c) a cylinder shall have a diameter of at least 0.6 metre and a height of twice its diameter ;
- (d) a diamond shape shall consist of two cones as defined in (ii) above having a common base.

(2) The vertical distance between shapes shall be at least 1.5 metre.

(3) In a vessel of less than 20 metres in length shapes of lesser dimensions but commensurate with the size of the vessel may be used and the distance apart may be correspondingly reduced.

F.—Colour Specification of Lights

6.—(1) The chromaticity of all navigation lights shall conform to the following standards, which lie within the boundaries of the area of the diagram specified for each colour by the International Commission on Illumination (CIE).

(2) The boundaries of the area for each colour are given by indicating the corner coordinates, which are as follows :

(i)	<i>White</i>					
x	0.525	0.525	0.452	3.310	0.310	0.443
y	0.382	0.440	0.440	0.348	0.283	0.382
(ii)	<i>Green</i>					
x	0.028	0.009	0.300	0.203		
y	0.385	0.723	0.511	0.356		
(iii)	<i>Red</i>					
x	0.680	0.660	0.735	0.721		
y	0.320	0.320	0.265	0.259		
(iv)	<i>Yellow</i>					
x	0.612	0.618	0.575	0.575		
y	0.382	0.382	0.425	0.406		

G.—Intensity of Lights

7.—(1) The minimum luminous intensity of lights shall be calculated by using the formula :

$$I = 3.43 \times 10^6 \times T \times D^2 \times K \times D$$

where *I* is luminous intensity in candelas under service conditions,

T is threshold factor 2×10^{-7} lux,

D is range of visibility (luminous range) of the light in nautical miles.

K is atmospheric transmissivity. For prescribed lights the value of *K* shall be 0.8, corresponding to a meteorological visibility of approximately 13 nautical miles.

(2) A selection of figures derived from the formerly is given in the following table :

<i>Range of visibility ; (luminous range) of lights in nautical miles D</i>											<i>Luminous intensity of light in candelas for K=0.81</i>
1	..	..	..	..	..	..	..	..	..	..	0.9
2	..	..	..	..	..	..	..	..	..	..	4.3
3	..	..	..	..	..	..	..	..	..	..	12
4	..	..	..	..	..	..	..	..	..	..	27
5	..	..	..	..	..	..	..	..	..	..	27
6	..	..	..	..	..	..	..	..	..	..	94

NOTE : *This shall not be achieved by a variable control of the luminous intensity.*

H—Horizontal Sectors

8.—(1)(a) In the forward direction, sidelights as fitted on the vessel shall show the minimum required intensities. The intensities must decrease to reach practical cut-off between 1 degree and 3 degrees outside the prescribed sectors.

(b) For sternlights and masthead lights and at 22.5 degrees abaft the beam for sidelights, the minimum required intensities shall be maintained over the arc of the horizon up to 5 degrees within the limits of the sectors prescribed under the interpretation of "masthead light" in Rule 37. From 5 degrees within the prescribed sectors the intensity may decrease by 50 per cent up to the prescribed limits; it shall decrease steadily to reach practical cut-off at not more than 5 degrees outside the prescribed sectors.

(2) All-round lights shall be so located as not to be obscured by masts, topmasts or structures within angular sectors of more than 6 degrees, except anchor lights prescribed in Rule 28, which need not be placed at an impracticable height above the hull.

I—Vertical Sectors

9.—(1) The vertical sectors of electric lights as fitted, with the exception of lights on sailing vessels underway shall ensure that :

(a) at least the required minimum intensity is maintained at all angles from 5 degrees above to 5 degrees below the horizontal ;

(b) at least 60 per cent of the required minimum intensity is maintained from 7.5 degrees above to 7.5 degrees below the horizontal.

(2) In the case of sailing vessels underway the vertical sectors of electric lights as fitted shall ensure that :

(a) at least the required minimum intensity is maintained at all angles from 5 degrees above to 5 degrees below the horizontal ;

(b) at least 50 percent of the required minimum intensity is maintained from 25 degrees above to 25 degrees below the horizontal.

(3) In the case of lights other than electric these specifications shall be met as closely as possible.

J—Intensity of On-Electric Lights

10. Non-electric lights shall so far as practicable comply with the minimum intensities; as specified in the Table given in paragraph 8 of this Schedule.

K—Manoeuvring Light

11. Notwithstanding the provisions of paragraph 2(f) of this Schedule the manoeuvring light described in Rule 34(2) shall be placed in the same fore and after vertical plane as the masthead light or lights and, where practicable, at a minimum height of 2 metres vertically above the forward masthead light, provided that it shall be carried not less than 2 metres vertically above or below the after masthead light. On a vessel where only one masthead light is carried the manoeuvring light, if fitted, shall be carried where it can best be seen, not less than 2 metres vertically apart from the masthead light.

L—High-Speed Craft

12.—(1) The masthead light of high-speed craft may be placed at a height related to the breadth of the craft lower than that prescribed in paragraph 2(a)(i) of this Schedule, provided that the base angle of the isosceles triangles formed by the sidelights and masthead light, when seen in end elevation, is not less than 27°.

(2) On high-speed craft of 50 metres or more in length, the vertical separation between foremast and mainmast light of 4.5 metres required by paragraph 2(a)(ii) of this Schedule may be modified provided that such distance shall not be less than the value determined by the following formula :

$$y = 2$$

$$1000$$

$$C 17 a$$

$$+)(Y$$

where : y is the height of the mainmast light above the foremast light in metres ;

a is the height of the foremast light above the water surface in service condition in metres ;

Y is the trim in service condition in degrees ;

C is the horizontal separation of masthead lights in metres.

The construction of lights and shapes and the installation of lights on board the vessel shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly.

SECOND SCHEDULE

sections 24(4)
and 36(h)ADDITIONAL SIGNALS FOR FISHING VESSELS FISHING
IN CLOSE PROXIMITY*A.—General*

1. The lights mentioned herein shall, if exhibited in-pursuance of Rule 24(4), be placed where they can best be seen. They shall be at least 0.9 metre apart but at a lower level than lights prescribed in Rule 24(2)(a) and (3)(a). The lights shall be visible all-around the horizon at a distance of at least 1 mile but at a lesser distance than the lights prescribed by these Rules for fishing vessels.

B.—Signals for Trawlers

2.—(1) Vessels when engaged in trawling, whether using demersal or pelagic gear, may exhibit :

- (a) when shooting their nets: two white lights in a vertical line ;
- (b) when hauling their nets: one white light over one red light in a vertical line ;
- (c) when the net has come fast upon an obstruction: two red lights in a vertical line.

(2) Each vessel engaged in pair trawling may exhibit :

- (a) by night, a searchlight directed forward and in the direction of the other vessel of the pair ;
- (b) when shooting or hauling their nets or when their nets have come fast upon an obstruction, the lights prescribed in 2(a) above.

C.—Signals for Purse Seiners

3. Vessels engaged in fishing with purse seine gear may exhibit two yellow lights in a vertical line. These lights shall flash alternately every second and with equal light and occultation duration. These lights may be exhibited only when the vessel is hampered by its fishing gear.

THIRD SCHEDULE sections 30 and 31(1)

TECHNICAL DETAILS OF SOUND SIGNAL APPLIANCES

A.—Whistles

1.—(1) *Frequencies and range of audibility :*

(a) the fundamental frequency of the signal shall lie within the range 70-700 Hz ;

(b) the range of audibility of the signal from a whistle shall be determined by those frequencies, which may include the fundamental and/or one or more higher frequencies, which lie within the range 180-700Hz ($\pm 1\%$) for a vessel of 20 metres or more in length, or 180-2100Hz ($\pm 1\%$) for a vessel of less than 20 metres in length and which provide the sound pressure levels specified in paragraph 1 (c) below.

(2) *Limits of fundamental frequencies :* To ensure a wide variety of whistle characteristics, the fundamental frequency of a whistle shall be between the following limits :

(a) 70-200 Hz. for a vessel 200 metres or more in length ;

(b) 130-350 Hz. for a vessel 75 metres but less than 200 metres in length ;

(c) 250-700 Hz. for a vessel less than 75 metres in length.

(3) *Sound signal intensity and range of audibility :*

(a) a whistle fitted in a vessel shall provide, in the direction of maximum intensity of the whistle and at a distance of 1 metre from it, a sound pressure level in at least one 1/3rd-octave band within the range of frequencies 180-700 Hz ($\pm 1\%$) for a vessel of 20 metres or more in length, or 180-2100Hz ($\pm 1\%$) for a vessel of less than 20 metres in length, of not less than the appropriate figure given in the table below :

Length of vessel in metres	1/3rd-octave band level at 1 metre in dB referred to $2 \times 10^{-5} \text{N/m}^2$	Audibility range C in nautical miles
200 or more	143	2.0
75 but less than 200	138	1.5
20 but less than 75	130	1.0
Less than 20	120[* ¹ . 115* ² . 111* ³]	0.5

*¹ When the measured frequencies lie within the range 180-450Hz

*² When the measured frequencies lie within the range 450-800Hz

*³ When the measure frequencies lie within the range 800-2100Hz

(b) the range of audibility in the table above is for information and is approximately the range at which a whistle may be heard on its forward axis with 90 per cent probability in conditions of still air on board a vessel having average background noise level at the listening posts (taken to be 68 dB in the octave band centered on 250 Hz and 63 dB in the octave band centered on 500 Hz) ;

(c) in practice the range at which a whistle may be heard is extremely variable and depends critically on weather conditions; the values given can be regarded as typical but under conditions of strong wind or high ambient noise level at the listening post the range may be much reduced.

(4) Directional properties : The sound pressure level—

(a) of a directional whistle shall be not more than 4 dB below the prescribed sound pressure level on the axis at any direction in the horizontal plane within ± 45 degrees of the axis.

(b) at any other direction in the horizontal plane shall be not more than 10 dB below the prescribed the sound pressure level on the axis, so that the range in any direction will be at least half the range on the forward axis.

(c) shall be measured in that 1/3rd-octave band which determines the audibility range.

(5) Positioning of whistles :

(a) when a directional whistle is to be used as the only whistle on a vessel, it shall be installed with its maximum intensity directed straight ahead ;

(b) a whistle shall be placed as high as practicable on a vessel, in order to reduce interception of the emitted sound by obstructions and also to minimize hearing damage risk to personnel.

(c) the sound pressure level of the vessel's own signal at listening posts shall not exceed 110 dB (A) and so far as practicable should not exceed 100 dB (A).

(6) Fitting of more than one whistle : If whistles are fitted at a distance apart of more than 100 metres, it shall be so arranged that they are not sounded simultaneously.

(7) Combined whistle systems :

(a) if due to the presence of obstructions the sound field of a single whistle or of one of the whistles referred to in sub-paragraph (6) of this paragraph is likely to have a zone of greatly reduced signal level, it is recommended that a combined whistle system be fitted so as to overcome this reduction ;

(b) for the purposes of the rules a combined whistle system is to be regarded as a single whistle ;

(c) the whistles of a combined system shall be located at a distance apart or not more than 100 metres and arranged to be sounded simultaneously.

(d) the frequency of any one whistle shall differ from those of the others by at least 10Hz.

B.—Bell or Gong

2.—(1) *Intensity of signal* : A bell or gong, or other device having similar sound characteristics shall produce a sound pressure level of not less than 110 db at a distance of 1 metre from it.

(2) Construction :

(a) bells and gongs shall be made of corrosion-resistant material and designed to give a clear tone ;

(b) the diameter of the mouth of the bell shall be not less than 300 mm for vessels of 20 metres or more in length and shall be not less than 200 mm for vessels of 12 metres or more but of less than 20 metres in length ;

(c) where practicable, a power-driven bell striker is recommended to ensure constant force but manual operation shall be possible ;

(d) the mass of the striker shall be not less than 3 *per cent* of the mass of the bell.

C.—Approval

3. The construction of sound signal appliances, their performance and their installation on board the vessel shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly.

FOURTH SCHEDULE

section 25(8)

Distress Signals

1. The following signals, used or exhibited either together or separately, indicate distress and need of assistance :

- (a) 'a gun or other explosive signal fired at intervals of about a minute ;
- (b) a continuous sounding with any fog-signalling apparatus ;
- (c) rockets or shells, throwing red stars fired one at a time at short intervals ;
- (d) a signal made by radiotelegraphy or by any other signalling method consisting of the group (SOS) in the Morse Code ;
- (e) a signal sent by radiotelephony consisting of the spoken word "Mayday" ;
- (f) the International Code Signal of distress indicated by N.C. ;
- (g) a signal consisting of a square plug having above or below it a ball or anything resembling a ball ;
- (h) flames on the vessel (as from a burning tar barrel, oil barrel, etc.)
- (i) a rocket parachute flare or a hand flare showing a red light ;
- (j) a smoke signal giving off orange-colored smoke ;
- (k) slowly and repeatedly raising and lowering arms outstretched to each side ;
- (l) the radiotelegraph alarm signal ;
- (m) the radiotelephone alarm signal ;
- (n) signals transmitted by emergency position-indicating radio beacons ;
- (o) approved signals transmitted by radio communication systems.

2. The use or exhibition of any of the foregoing signals except for the purpose of indicating distress and need of assistance and the use of other signals which may be confused with any of the above signals is prohibited.

3. Attention is drawn to the relevant sections of the International Code of Signals, the Merchant Ship Search and Rescue Manual and the following signals :

- (a) a piece of orange-colored canvas with either a black square and circle of other appropriate symbol (for identification from the air) ;
- (b) a dye marker.

MADE at Abuja this 9th day of March, 2010.

ALHAJI IBRAHIM ISA BIO
Minister of Transport