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NATIONAL INLAND WATERWAYS ACT (CAP. N47 LFN, 2004)

INLAND WATERWAYS TRANSPORTATION REGULATIONS, 2023



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S. I. No. 96 of 2023

NATIONAL INLAND WATERWAYS ACT (CAP. N47 LFN, 2004)

INLAND WATERWAYS TRANSPORTATION REGULATIONS, 2023

[27th Day of January, 2023]

In exercise of the powers conferred upon me by section 28 of the National Inland Waterways Act, (Cap. N47 LFN, 2004), I, ENGR. MUAZU JAJI SAMBO, Minister of Transportation, hereby make the following regulations—

Commence-
ment.

PART I — PRELIMINARY PROVISIONS

1. The objectives of these Regulations is to regulate the activities of vessel navigating in the inland waterways of Nigeria as to —

Objective

- (a) marks, draughts scales and tonnage measurement ;
- (b) visual signals ;
- (c) sound signals and radio telephony ;
- (d) waterway signs and marking ;
- (e) rules of the road ;
- (f) berthing rules ;
- (g) mechanisms for preventing and controlling pollution along the declared right of way ; and
- (h) reporting requirements.

2. These Regulations shall apply to a vessel navigating within the inland waterways of Nigeria.

Application

3.—(1) From the commencement of these Regulations, the Authority shall have power to apply administrative fines and sanctions over contravention of any of the provisions of these Regulations as set out in the Schedule to these Regulations.

Administrative
penalties

(2) The Authority shall before imposing administrative fines and sanctions, issue a notice in writing to the person affected, specifying the nature of the infraction necessitating the fines or sanction and the person shall be granted an opportunity to be heard or may submit a written explanation stating the reason for such contravention within the time specified in the notice.

4.—(1) There shall be a Boatmaster for vessel, assembly of floating material or pusher of vessel in a pushed convoy.

Boatmaster

(2) A Boatmaster shall possess the relevant qualifications as specified in the manning list for inland river vessels provided in the Twelfth Schedule to these Regulations.

(3) A person may be appointed as a Boatmaster of a —

- (a) convoy with only one motor vessel, where the person is the Boatmaster of the motor vessel ;

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(b) towed convoy led by two or more motorised vessel in line, where the person is the Boatmaster of the leading vessel, but where the leading vessel is a temporary auxiliary tug, the Boatmaster of the convoy shall be the Boatmaster of the second vessel ;

(c) towed convoy led by two or more motorised vessel not in line, one of which provides the main traction, where the person is the Boatmaster of the vessel providing the main traction ; or

(d) pushed convoy propelled by two pushers side by side, where the person is the Boatmaster of the starboard pusher of the convoy.

(4) In any other case not specified in these Regulations, the Boatmaster of the convoy shall be appointed where necessary.

(5) A Boatmaster shall always be on board a vessel underway and on board floating equipment when the equipment is in use.

(6) A floating establishment shall be placed under the authority of a person responsible for the observance of the provisions of these Regulations.

Duties of a
Boatmaster

5.—(1) A Boatmaster shall ensure compliance with these Regulations while on the vessel, convoy or assembly of floating material.

(2) In a towed convoy or vessel in a side by side formation, the Boatmaster of the towed vessel or vessel in a side by side formation shall obey the orders of the Boatmaster of the convoy or formation.

(3) Where no order is given in accordance with subregulation (2) of this regulation, the Boatmasters of the towed vessel and vessel in a side-by-side formation shall take appropriate step for the proper handling of vessels under their control.

Duties of
crew and
other persons
on board a
vessel

6.—(1) A crew member shall —

(a) carryout the order given by the Boatmaster in the performance of the Boatmaster's duties ; and

(b) comply with the requirements of these Regulations and of any other applicable law.

(2) A person on board a vessel shall comply with the order given by the Boatmaster in the interest of safe navigation and of good order on board.

(3) A crew member and a person on board a vessel, who temporarily determines the vessel's course and speed, shall be responsible in that respect for ensuring compliance with the requirements of these Regulations.

General
obligation to
exercise
vigilance

7.—(1) Where there are no special rules laid down in these Regulations, a Boatmaster shall be vigilant and exercise good navigational practice in order to avoid —

(a) danger to human life ;

(b) damage to any vessel or assembly of floating materials, banks, works or installation of any kind on or adjacent to the waterway ;

- (c) any obstruction to shipping ; and
- (d) damage to the environment.

(2) In any special circumstance, a Boatmaster shall take appropriate steps as may be required to avoid danger to a vessel and human life.

(3) A person shall cease to discharge his duties as a Boatmaster, a crew member on duty or a person on board who navigates the vessel, where the person —

- (a) is exhausted or intoxicated ;
- (b) is of unsound mind ; or
- (c) is incapable of carrying out the functions of his office either arising from an infirmity of mind or body.

(4) The provisions of this regulation shall apply to a person in charge of floating establishments.

8. The length, width, height, draught and speed of a vessel, convoy and assembly of floating material shall conform to the characteristics of the waterway and its installations.

Use of the
waterway

9.—(1) A vessel shall not be loaded beyond its maximum draught markings.

Maximum
load and
number of
passengers

(2) The load carried by a vessel shall not —

- (a) endanger the vessel's stability or the strength of the hull; and
- (b) restrict the vessel's view to a distance of less than 350metre in front of it or a convoy underway.

(3) A passenger vessel shall have on board the number of passengers authorised by the competent authority.

10.—(1) A vessel and assembly of floating material shall be constructed and rigged in accordance with the provisions of these Regulations, to ensure the safety of persons on board and safe navigation.

Construction,
rigging and
crew of a
vessel

(2) A vessel, except one in a pushed convoy other than the pusher, shall have the requisite number of skilled crew members, to ensure the safety of those on board and safe navigation.

(3) Notwithstanding the provisions of subregulation (2) of this regulation, a non-motorised vessel in a side-by-side formation and towed vessel in a rigged group are not required to have a crew when the crew of the other vessels in the side-by-side formation or rigged group is adequate and skilled to ensure the safety of those on board and safe navigation.

11.—(1) When underway, a vessel shall be steered by not less than one qualified person, not below 18 years of age.

Steering

(2) In order to ensure proper control of the vessel, the helmsman shall—

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(a) receive, give information and orders reaching or proceeding from the wheelhouse ; and

(b) listen to sound signals and have a clear view in all directions.

(3) Where a clear view is not possible in accordance with subregulation (2) (b) of this regulation, the helmsman shall use an optical device to have a clear and undistorted image over an adequate field.

(4) Where a particular circumstance require, a lookout or listening-post shall be set up to keep the helmsman informed.

The
particulars
of a ship or
vessel

12.— (1) A vessel under these Regulations shall carry —

(a) a certificate of registration;

(b) a ship's articles or crew list;

(c) a ship's log;

(d) a load line certificate, where applicable;

(e) an operational permit issued by NIWA; and

(f) any other document relating to navigation required under international conventions or agreements.

(2) A cargo vessel shall carry, in addition to the particulars in subregulation (1) of this regulation, a tonnage certificate.

(3) Notwithstanding the provisions of subregulation (1) of this regulation—

(a) a small craft is not required to carry the documents referred to in subregulation (1) (c) of this regulation ;

(b) a small pleasure craft is not required to carry the document referred to in subregulation (1) (b) of this regulation ; and

(c) a small craft may replace the document referred to in subregulation (1) (a) of this regulation with a national navigation permit.

(4) An assembly of floating material shall carry a permit.

(5) The documents required to be carried on board a vessel under this regulation or any other applicable law, shall be produced whenever it is requested for by officials of a competent authority.

(6) Notwithstanding the provisions of subregulation (1) of this regulation, a pushed barge to which is affixed a metal plate that conforms to the model specified in the First Schedule to these Regulations, certified by the competent authority, shall not be required to carry a certificate of registry or a tonnage certificate.

(7) The metal plate referred to in subregulation (6) of this regulation shall be—

(a) at least 60mm high and 120mm long ;

(b) permanently affixed in a prominent place towards the stern of the barge on the starboard side ; and

(c) stamped by the competent authority.

(8) The certificate of registry and tonnage certificate shall be kept by the owner of the barge.

13. A vessel shall have a copy of the applicable navigation laws, except a vessel in a pushed convoy other than the pusher and an assembly of floating material.

Navigation Regulations

14.—(1) An object that may constitute a danger to a vessel, assembly of floating material, floating establishment or installation on or adjacent to the waterway shall not project beyond the sides of a vessel or of assembly of floating material.

Dangerous objects on board, loss of objects or obstacles

(2) An anchor when weighed shall not hang below the bottom or keel of —

- (a) a vessel ; or
- (b) an assembly of floating material.

(3) Where a vessel, an assembly of floating material or a floating establishment loses an object that may cause an obstruction or danger to navigation, the Boatmaster or the person responsible for the floating establishment shall —

- (a) immediately inform the nearest competent authority, specifying as accurately as possible the place, where the object was lost ; and
- (b) place a marker at the spot where possible.

(4) Where a vessel encounters an unknown obstacle on a waterway, the Boatmaster shall immediately inform the nearest competent authority, specifying as accurately as possible the place where the obstacle was encountered.

15.—(1) A person shall not use waterway signs or markings for mooring or warping any vessel or assembly of floating materials, to damage them or render them unfit for use.

Protection of waterway signs and markings

(2) A Boatmaster shall instantly inform the nearest competent authority where a vessel or an assembly of floating material has displaced or damaged a device or installation, which is part of the system of waterway signs and markings.

(3) A Boatmaster shall instantly inform the nearest competent authority of any incident or accident affecting any waterway sign or marking.

16. A Boatmaster shall instantly inform the nearest competent authority where a vessel or assembly of floating material has damaged a permanent structure.

Damage to permanent structures

17.—(1) A Boatmaster shall not throw, pour or allow to fall or flow into a waterway any —

Prohibition of discharge into waterways

- (a) object or substance that is likely to cause an obstruction or danger to navigation or to other users of the waterway ; and
- (b) form of petroleum, toxic and hazardous waste or mixtures of such waste with water.

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(2) Where an accidental spillage of a substance covered by subregulation (1) of this regulation occurs or there is a risk of such spillage occurring, the Boatmaster shall immediately inform the nearest competent authority, specifying as accurately as possible the nature and site of the spillage.

Salvage and assistance

18.—(1) A Boatmaster shall use every means at his disposal to save the lives of a person on board his vessel in the event of an accident.

(2) A Boatmaster who is close to a vessel or assembly of floating material involved in an accident, which endangers persons or threatens to obstruct the channel, shall give immediate assistance as long as it does not endanger his own vessel.

Grounded or sunken vessels

19.—(1) The Boatmaster of a grounded or sunken vessel or of a grounded or broken assembly of floating material shall inform the nearest competent authority of his vessel being grounded or sunk and in the case of a grounded or sunken vessel, the Boatmaster or any member of the crew shall remain on board or near the site of the accident until further directives of the competent authority.

(2) Where a vessel is grounded or sunk or an assembly of floating material is grounded, in or near the channel, the Boatmaster shall, unless it is unnecessary, as soon as possible and notwithstanding the obligation to display the marking referred to in regulation 54 of these Regulations, give warning to any approaching vessel and assembly of floating material at suitable points far enough from the site of the accident to enable them take necessary action in goodtime.

(3) Where an accident occurs while a vessel is passing through a lock, the Boatmaster shall instantly inform the service in charge of the lock in question.

Obligation to clear the channel

20.—(1) Where —

(a) a grounded or sunken vessel ;

(b) a grounded assembly of floating material ; or

(c) an object lost by a vessel or assembly of floating material,

causes or threatens to cause total or partial obstruction to the channel, the Boatmaster of the vessel or assembly of floating material shall clear the channel as soon as practicable.

(2) A Boatmaster whose vessel is in danger of sinking or becomes impossible to be controlled, shall clear the channel as soon as possible.

Special instruction

21. A Boatmaster and a person in charge of a floating establishment shall comply with any special instruction given by any official of the competent authority in order to ensure safe and orderly navigation.

Inspection

22.—(1) An official of the competent authority shall inspect a vessel or floating establishment to verify whether the Boatmaster and any other person in charge of a floating establishment has complied with these Regulations and any other applicable law.

(2) The Boatmaster and any other person in charge of a floating establishment shall allow the officials of the competent authority to board the vessel or floating establishment and shall provide them with the necessary facilities to carry out the inspection.

23.—(1) Any movement on inland waterways is deemed to be a special transport operation, where it —

Special
transport
operation

(a) is a movement of vessels or convoys, which do not comply with the requirements of regulations 8 and 10 of these Regulations; and

(b) cannot cause any hindrance or danger to navigation or any damage to a permanent structure.

(2) A special transport operation shall be allowed under special authorisation issued by the competent authority of the sector, which is to take place and subject to any condition as the competent authority may determine in each case.

(3) A Boatmaster shall be appointed for each transport operation in compliance with the provisions of regulation 1 of these Regulations.

24.—(1) The competent authority, may, in special circumstances, issue temporary requirements published as notice, to ensure safe and orderly navigation.

Special
temporary
requirement

(2) A Boatmaster shall comply with the requirements referred to in subregulation (1) of this regulation.

25. The competent authority shall give authorisation for public event, which may endanger safe and orderly navigation.

Authorisation
of public
events

26. A vessel shall, when navigating along the waterways, be equipped with the following Life Saving Appliances as contained in the vessel's certificate—

Life Saving
Appliances
(LSA)

(a) lifejackets ;

(b) life buoys ;

(c) life rafts ;

(d) fire extinguishers ; and

(e) bilge pump.

PART II — MARKS AND DRAUGHT SCALES ON VESSELS

TONNAGE MEASUREMENT

27.—(1) A vessel, except a small craft, shall bear the following identification marks inscribed on its hull or on a fixed board or plate —

Identification
mark on
vessel other
than a small
craft

(a) its name or emblem —

(i) on both sides of the vessel, and

(ii) in a visible position from astern, where it is a motor vessel ;

(b) where, in a side-by-side formation or pushed convoy, one or more of the inscriptions of the propelling vessel's name is hidden, the name shall be reproduced on boards as to be clearly visible from the directions from which those inscriptions are hidden ;

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(c) where the vessel has no name or emblem, it shall bear either the name or usual abbreviation of the organisation to which it belongs, followed where applicable, by a number or the registration number and followed, in order to show the country of the vessel's home port or place of registry, by the letter assigned to that country ; and

(d) the name of the home port or place of registry shall be inscribed either on both sides of the vessel or on its stern and followed by the letter or letters indicating the country of this home port or place of registry.

(2) Every cargo vessel or passenger vessel shall —

(a) have its dead-weight tonnage inscribed on both sides, on the hull or on fixed boards ; and

(b) display the maximum permissible number of passengers in a conspicuous position onboard.

(3) The identification marks referred to in these Regulations shall —

(a) be legible and inscribed in indelible oil paint ;

(b) have characters with a height of at least 200millimetre for the name and at least 150millimetre for other marks ;

(c) have characters whose width and thickness of strokes shall be in proportion to the height ; and

(d) have characters of a light colour against a dark background or vice versa.

(4) Notwithstanding the provisions of this regulation, a seagoing vessel may maintain its identification marks.

Identification
marks on
small craft

28.—(1) A small craft shall bear its official registration marks and where those marks are not prescribed, it shall bear —

(a) its name or emblem ; or

(b) the name and address of the owner.

(2) The registration or identification marks referred to in subregulation (1) of this regulation shall be legible and inscribed —

(a) on the outside of the craft at least 100milimetre high ; and

(b) in indelible oil paint.

(3) Where the craft does not have a name or emblem, it shall bear the name or the usual abbreviation of the organisation to which it belongs, followed by the number, where applicable.

(4) The name and address of the owner shall be displayed in a conspicuous position inside or outside the craft.

(5) Notwithstanding the provisions of this regulation, a ship boat shall bear only the name of the vessel to which it belongs and any other particulars needed to identify the owner in a conspicuous position inside or outside the boat.

29. Every inland waterways cargo vessel, except small craft, shall have its tonnage capacity measured.

Tonnage
measurement

30.—(1) Every vessel, except small craft, shall bear marks showing the maximum draught level.

Draught
mark and
draught scale

(2) The method by which the maximum draught is determined and the conditions to be observed in affixing the draught marks on an inland waterways vessel shall be laid down in the rules concerning technical requirements.

(3) Any vessel that draws as much as one metre of water shall be provided with draught scales and in the case of inland waterways vessels, the Second Schedule to these Regulations shall apply in affixing the draught scales.

(4) The competent authority may prescribe other provisions for a sailboard or small sailing craft of less than seven metres long or prescribe as otherwise, where necessary.

31.—(1) An anchor of a vessel shall bear identification marks in indelible characters.

Identification
mark on
anchor

(2) Where an anchor is used on another vessel belonging to the same owner, the original identification marks may be kept.

(3) The provisions of subregulation (1) of this regulation shall not apply to the anchor of a seagoing vessel or small craft.

PART III — VISUAL SIGNALS (MARKING) ON VESSELS GENERAL

32.—(1) In this part —

Definitions
and
applications

“*height*” means the height above the level of the draught marks or for vessels without draught marks, above the hull ;

“*light visible from all directions*” means a light projecting an uninterrupted beam throughout a horizontal arc of 360° ;

“*masthead light*” means a strong white light projecting an uninterrupted beam throughout a horizontal arc of 225° and placed so as to project that beam from the bow to 22°30' abaft the beam on each side ;

“*sidelights*” means a bright green light to star board and a bright red light to port, each of these lights projecting an uninterrupted beam throughout horizontal arc of 112° 30' and placed so as to project that beam from the bow to 22°30' abaft the beam on its side ; and

“*stern light*” means an ordinary or bright white light projecting an uninterrupted beam throughout a horizontal arc of 135° and placed so as to project this beam throughout an arc of 67°30' along each side from the stern.

(2) The provisions of regulations —

(a) 39 to 50, 59, 65, 66, 68, and 69 of these Regulations shall apply to a vessel under way ;

(b) 51 to 57 of these Regulations shall apply to a stationary vessel ; and

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(c) 52, 54 and 57 of these Regulations shall apply also to a vessel, assembly of floating material or floating establishment when grounded.

(3) The visual signals prescribed for use by a vessel at night shall also be used during the day when visibility is low.

(4) For the purpose of this part, a pushed convoy whose maximum dimension does not exceed 110metres by 12metres shall be regarded as a single motor vessel.

(5) The signals prescribed in this part shall comply with the sketches contained in the Third Schedule to these Regulations.

Lights

33. Unless otherwise provided, the lights prescribed in these Regulations shall show a continuous and uniform beam.

Boards, flags
and pennants

34.—(1) In these Regulations, —

(a) boards and flags shall be rectangular ;

(b) colours of the boards, flags and pennants shall not be faded or dirty ; and

(c) boards, flags and pennants shall be large enough to be easily visible and this condition shall be considered satisfied, where —

(i) the length and width of a board and flag is at least one metre or in the case of small craft at least 0.60 metre, and

(ii) the length of a pennant is at least one metre and the breadth at the staff, at least 0.50metre.

Cylinder,
ball, cone
and bicone

35.—(1) The cylinders, balls, cones and bicones prescribed in these Regulations —

(a) may be replaced by devices that appear the same when seen from a distance ;

(b) shall not have faded or dirty colours ; and

(c) shall be large enough and visible from all directions.

(2) The height of —

(a) a cylinder shall be at least 0.80metre and the diameter of at least 0.50 metre ;

(b) a cone shall be at least 0.60 metre and the diameter at the base at least 0.60 metre ; and

(c) bicones shall be at least 0.80 metre and the diameter at least 0.50metre.

(3) The diameter of a ball shall be at least 0.60 metre.

Prohibited
lights and
signals

36.—(1) A vessel shall not use any light or signal —

(a) other than those mentioned in these Regulations ; and

(b) prescribed by these Regulations in a way not permitted by these Regulations.

(2) Notwithstanding the provisions of subregulation (1) of this regulation, for communication between vessels or between a vessel and the shore, the use of any other light or signal not prescribed by these Regulations may be permitted provided they are not liable to be confused with those mentioned in these Regulations.

37.— (1) When any of the signal light prescribed by these Regulations ceases to function, it shall be replaced immediately with an emergency light until such signal light is restored.

Emergency
lights

(2) Notwithstanding the provisions of subregulation (1) of this regulation, where the prescribed light is strong, the emergency light may be bright and where the prescribed light is bright, the emergency light may be ordinary and the lights of the prescribed power shall be brought into operation again as soon as possible.

38.—(1) A vessel shall not use any lamp, searchlight, board, flag or other object in such a way that it may —

Prohibited
use of lamps,
searchlights,
boards and
flags

(a) be confused with any other light or signal mentioned in these Regulations ;

(b) impair a vessel's visibility ; and

(c) impede its identification.

(2) A vessel shall not use any lamp or searchlight in such a way as to cause dazzle constituting a danger or inconvenience to navigation or to traffic on the bank of the waterways.

39.—(1) A single motorised vessel shall carry during the night —

Marking for
a motor
vessel
proceeding
alone

(a) a masthead light forward and in the axis of the vessel, at a height of at least five metres ;

(b) side lights, each shall be —

(i) placed at the same height and on the same perpendicular to the axis of the vessel,

(ii) one metre lower than the masthead light and not forward of it,

(iii) screened in board so that the green light cannot be seen from the portside, and

(iv) in such a way that the red light cannot be seen from the starboard side ; and

(c) a stern light, placed after and in the axis of the vessel high enough to be clearly visible to an overtaking vessel.

(2) A single motorised vessel may in addition, carry at night, at the stern, a second masthead light placed in the axis of the vessel and at least 3 metres higher than the forward light, in such a way that the horizontal distance between these lights is at least three times the vertical distance and a single motorised vessel more than 110metres long, shall be required to carry this second masthead light.

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(3) A single motorised vessel temporarily preceded at night by an auxiliary motorised vessel shall continue to show the lights referred to in subregulations (1) and (2) of this regulation.

(4) Where a motorised vessel is preceded during the day by one or more auxiliary motorised vessel, it shall carry a yellow ball as prescribed in regulation 40 (3) of these Regulations.

(5) A vessel may for the purpose of ease of passage, carry the masthead lights referred to in subregulations (1) and (2) of this regulation at a reduced height when passing through the opening of a lock, fixed bridge or weir.

(6) The provisions of this regulation shall not apply to a small craft or ferry-boat.

Marking for
towed
convoys
under way

40.—(1) A motorised vessel leading a towed convoy and a motorised vessel used as an auxiliary in front of another motorised vessel, a pushed convoy or a side-by-side formation shall carry —

(a) during the night —

(i) two masthead lights one above the other about five metres apart, placed forward and in the axis of the vessel, the upper light at least five metres higher and the lower light, so far as possible, at least one metre higher than the sidelights,

(ii) the side lights prescribed in regulation 39(1) (b) of these Regulations, and

(iii) a yellow stern light, placed in the axis of the vessel and of a height visible from the towed unit following the vessel, pushed convoy or side-by-side formation in front of which the vessel is used as an auxiliary ; and

(b) during the day, a yellow cylinder, with two black and white stripes at the top and bottom, the white stripes shall be placed at the end of the cylinder and the cylinder shall be placed vertically forward and at a height visible from all directions.

(2) Where a towed convoy is led by several motorised vessel or where a motorised vessel, pushed convoy or side-by-side formation is preceded by several auxiliary motorised vessel proceeding side by side, whether coupled or not, each vessel shall carry —

(a) during the night, three masthead lights, one above the other, one metre apart, placed forward in the axis of the vessel, the top and bottom lights being at the same height as those prescribed in subregulation 1 (a) of this regulation ; and

(b) during the day, the cylinder prescribed in subregulation (1) of this regulation and where a vessel, an assembly of floating material or a floating establishment is being maneuvered by more than one motorised vessel, this requirement shall apply to each of the motorised vessel.

(3) A vessel in a towed convoy following the motorised vessel referred to in subregulations (1) and (2) of this regulation shall carry during the —

- (a) night, a bright white light visible from all directions, placed at a height of at least five metres ; and
- (b) day, a yellow ball in a suitable position and at a height that is visible from all directions.

(4) Notwithstanding the provisions of this regulation, where a section of the convoy —

- (a) is more than 110 metre long, that section shall carry two of the stipulated lights, one forward and one aft ; and
- (b) comprises a row of more than two vessels coupled side by side, only the two outer vessels of the row shall carry the stipulated lights or a ball.

(5) The marking of a towed vessel in a convoy shall as far as possible be carried at the same height above the water level.

(6) A vessel forming the last section of a towed convoy shall carry, during the night, in addition to the marking prescribed in subregulation (3)(a) of this regulation, the stern light prescribed in regulation 39(1)(c) of these Regulations.

(7) Notwithstanding the provisions of this regulation, where the convoy end with a row of more than two vessels coupled side by side, only the two vessels outside of the row shall carry the prescribed lights and where the rear of the convoy is made up of small crafts, those crafts shall not be taken into account for the provisions of this regulation.

(8) A vessel of a towed convoy may for ease of passage, carry the lights prescribed in subregulations (1), (2) and (3) of this regulation at a reduced height when passing through the opening of any fixed or closed bridge, weir or lock.

(9) Where the vessels referred to in subregulation (3) of this regulation are seagoing vessels coming directly from or leaving for the sea, they may carry —

- (a) the side lights prescribed in regulation 39(1)(b) of these Regulations during the night ; and
- (b) the yellow ball during the day.

(10) The provisions of this regulation shall not apply to —

- (a) a small craft towing only other small craft ; or
- (b) the towing of small craft.

41.—(1) A pushed convoy shall carry, during the night —

(a) three masthead lights at the bow of the leading vessel or the vessel on the port side at the head of the convoy and these lights shall —

- (i) be arranged in an equilateral triangle with a horizontal base, in a plane perpendicular to the longitudinal axis of the convoy,
- (ii) have the top light at a height of at least 5 metres, and

Marking for
pushed
convoys
under way

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(iii) have the two lower lights at 1.25 metres apart and 1.10metre below the top flight ;

(b) a masthead light at the bow of any other vessel whose full width is visible from ahead and the light shall be three metres below the top light referred to under paragraph (a) of this subregulation and any mast carrying the lights referred to in this regulation shall be in the longitudinal axis of the vessel in which they are carried ;

(c) the side lights prescribed in regulation 39(1)(b) of these Regulations, which shall be placed —

(i) on the widest part of the convoy,

(ii) as near to the pusher as possible,

(iii) not more than one metre from the sides of the convoy, and

(iv) at a height of not less than two metres ;

(d) three stern lights as prescribed in regulation 39(1)(c) of these Regulations on the pusher, placed —

(i) in a line perpendicular to its longitudinal axis,

(ii) about 1.25 metre apart, and

(iii) high enough not to be hidden by another vessel in the convoy ; and

(e) a stern light on every vessel whose full-width is visible from astern, but when more than two vessels other than the pusher are visible from astern, this light shall be carried only by the two vessels on the outside of the convoy.

(2) The provisions of subregulation (1) of this regulation shall also apply to a pushed convoy preceded during the night by one or more auxiliary motorised vessel and the stern lights referred to in subregulation (1)(d) of this regulation shall be yellow.

(3) Where a pushed convoy is preceded during the day by one or more auxiliary motorised vessels, the pusher shall carry the yellow ball referred to in regulation 40(3) of these Regulations.

(4) A pushed convoy may for ease of its passage, carry the masthead lights prescribed in subregulations (1)(a) of this regulation at a reduced height when passing through the opening of a fixed or closed bridge, weir or locks.

(5) A pushed convoy with two pushers in side-by-side formation shall carry, during the night, the stern lights prescribed in subregulation (1)(d) of this regulation on the pusher at the starboard side and the other pusher shall carry the stern light prescribed in subregulation (1) (e) of this regulation.

Marking for
side-by-side
formations
under way

42.—(1) A side-by-side formation shall carry, during the night —

(a) the masthead light prescribed in regulation 39(1)(a) of these Regulations and notwithstanding the provisions of this paragraph, each vessel shall carry the white light prescribed in regulation 39 (3) of these Regulations, which shall be visible from all directions, in a suitable position, but not higher than the masthead light of any motorised vessel ;

(b) the side lights prescribed in regulation 39(1)(b) of these Regulations, which shall be placed on the outside of the formation as practicable at the same height of at least one metre below the lowest masthead light ; and

(c) the stern light prescribed in regulation (39)(1)(c) of these Regulations on each vessel.

(2) The provisions of subregulation (1) of this regulation shall also apply to a side-by-side formation preceded at night by an auxiliary motorised vessel.

(3) When a side-by-side formation is preceded during the day by one or more auxiliary motorised vessels, each vessel in the formation shall carry the yellow ball referred to in regulation 40(3) of these Regulations.

(4) To ease its passage, a side-by-side formation may carry the lights prescribed in subregulation (1) (a) of this regulation at a reduced height when passing through locks.

(5) The provisions of this regulation shall not apply to a small craft propelling only small craft in side-by-side formation or to small craft so propelled.

43.—(1) A sailing vessel shall carry, during the night, the —

(a) side lights prescribed in regulation 39(1)(b) of these Regulations and these lights may be ordinary ; and

(b) stern light prescribed in regulation 39 (1) (c) of these Regulations.

Marking for
sailing
vessels under
way

(2) A sailing vessel may carry, in addition to the lights prescribed in subregulation (1) of this regulation, during the night two ordinary or bright lights one above the other, visible from all directions, the upper light being red and the lower green and these lights shall be in a suitable position at the top or on the upper part of the mast and at least one metre apart.

(3) A vessel under sail and simultaneously using its own mechanical means of force, shall carry a black cone, point downwards during the day and the cone shall be positioned as high as practicable, where it shall be most visible.

(4) The provisions of subregulations (1) and (2) of this regulation shall not apply to small craft and the provisions of subregulation (2) of this regulation shall not apply to the vessels referred to in regulation 66 of these Regulations.

44.—(1) A small motorised craft proceeding alone shall carry during the night —

(a) a masthead light which shall be in the axis of the craft, at least one metre higher than the side lights and shall be bright enough to be noticed;

(b) side lights which may be ordinary but not too bright and shall be placed either —

(i) as prescribed in regulation 39 (1)(b) of these Regulations, or

(ii) side by side or in the same lamp, in the axis of the craft, at or near the bow ; and

(c) the stern light prescribed in regulation 39(1)(c) of these Regulations.

Marking for
small craft
under way

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(2) The provisions of subregulation (1)(c) of this regulation may be set aside and where it is set aside, the masthead light referred to in subregulation (1)(a) of this regulation shall be a bright white light visible from all directions.

(3) A motorised small craft less than seven metres long proceeding alone may carry, in lieu of the lights prescribed in subregulation (1) of this regulation, an ordinary white light in a suitable position and at a height visible from all directions.

(4) Where a small craft is towing or propelling in side-by-side formation other small craft, it shall carry during the night the lights prescribed in subregulation (1) of this regulation.

(5) A small craft, apart from a ship's boat, in tow or propelled in side-by-side formation shall carry during the night an ordinary white light visible from all directions.

(6) A small sailing craft under way shall carry, during the night —

(a) side lights and a stern light, the side lights being placed side by side or in the same lamp in the axis of the craft, at or near the bow, and the stern light placed in the after part of the craft and these lights may be ordinary ;

(b) an ordinary white light on the upper part of the mast ; or

(c) an ordinary white light visible from all directions where the craft is less than seven metre long and it shall, in addition display a second ordinary white light.

(7) A small craft, excluding a ship's boat, which is neither motorised nor under sail proceeding alone, shall carry during the night an ordinary white light visible from all directions.

(8) Notwithstanding the provisions of subregulation (7) of this regulation, a ship's boat shall carry an ordinary white light on the approach of another vessel.

(9) A small craft, may for the purpose of ease of passage, carry the masthead lights prescribed in this regulation at a reduced height when passing through a fixed or closed bridge, weir or locks.

Additional
marking for
vessles
carrying out
certain
operations
involving
dangerous
substances

45.—(1) A vessel carrying out transport operations involving flammable substances that are referred to in International Maritime Dangerous Goods Code (IMDG) shall carry, in addition to the marking prescribed in these Regulations during the —

(a) night, a blue light ; and

(b) day a blue cone, point downwards.

(2) The markings referred to in subregulation (1) of this regulation shall be in a suitable position, at a height that is visible from all directions and the blue cone may be replaced by one blue cone at the bow and another blue cone at the stern of the vessel, at a height of at least three metres above the draught markings.

(3) A vessel carrying out transport operations involving certain substances constituting health hazards that are referred to in IMDG shall carry, in addition to the markings prescribed in these Regulations during the —

- (a) night, two blue lights ; and
- (b) day, two blue cones, point downwards.

(4) The markings referred to in subregulation (3) of this regulation shall be placed, one about one metre above the other, in a suitable position, at a height visible from all directions and the two blue cones may be replaced by two blue cones at the bow and two blue cones at the stern of the vessel at a height of at least 3metres above the draught markings.

(5) A vessel carrying out transport operations involving explosives referred to in IMDG, shall carry in addition to the marking prescribed under these Regulations during the —

- (a) night, three blue lights ; and
- (b) day, three blue cones, point downwards.

(6) The markings referred to in subregulation (5) of this regulation shall be placed, one about one metre one above the other, in a suitable position at a height visible from all directions.

(7) When a pushed convoy or side-by-side formation includes one or more of the vessels referred to in subregulations (1), (2) or (3) of this regulation, the marking prescribed in the same subregulations shall be carried by the vessel propelling the pushed convoy or side-by-side formation.

(8) A pushed convoy propelled by two pushers side by side shall carry the marking referred to in subregulation (7) of this regulation on the starboard pusher.

(9) Any vessel, pushed convoy or side-by-side formation carrying out a transport operation involving several dangerous substances that are referred to in subregulations (1) and (3) of this regulation shall carry the marking corresponding to the substance that requires the greatest number of blue lights or blue cones.

(10) Any vessel that is not required to carry the markings referred to in subregulations (1), (2) or (3) of this regulation, but which has been issued with an approval certificate in accordance with IMDG and complies with safety provisions for vessels referred to in subregulation (1) of this regulation, may, on approaching a lock, display the markings referred to in subregulation (1) of this regulation, where it intends to pass through the lock with a vessel required to display the markings referred to in subregulation (1) of this regulation.

(11) The intensity of the blue lights prescribed in this regulation shall be at least equal to that of ordinary blue lights.

46. A vessel authorised to carry more than twelve passengers with a maximum hull length of not more than 20metres shall carry during the day a yellow bicone in a suitable position and at a height visible from all directions.

Marking of
vessels
authorised to
carry more
than twelve
passengers with
a hull length of
not more than
twenty metres

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Marking for
ferry-boats
under way

47.—(1) A ferry-boat not moving independently shall carry —

(a) during the night —

(i) a bright white light visible from all directions, at a height of at least five metres, which may be reduced where the ferry-boat is not more than 15 metres long, and

(ii) a bright green light visible from all directions, one metre above the light referred to in paragraph (a)(i) of this subregulation ; and

(b) during the day, a green ball at a height of at least five metres.

(2) A leading boat or float of a longitudinal-cable ferry-boat shall carry, by night, at least three metres above the water level, a bright white light visible from all directions.

(3) A ferry-boat moving independently shall carry —

(a) during the night —

(i) a bright white light visible from all directions, as prescribed in subregulation (1)(a)(i) of this regulation,

(ii) a bright green light visible from all directions, as prescribed in subregulation (1)(a)(ii) of this regulation, and

(iii) the side lights and stern light prescribed in regulation 39 (1)(b) and (c) of these Regulations ; and

(b) during the day, a green ball, as prescribed in sub-regulation (1) of this regulation.

(4) A ferry-boat moving independently and enjoying priority shall carry —

(a) during the night —

(i) a bright white light visible from all directions, as prescribed in subregulation 1(a) of this regulation,

(ii) a bright green light visible from all directions, as prescribed in subregulation (1) (b) of this regulation,

(iii) a second bright green light visible from all directions, one metre above that prescribed in paragraph (a)(ii) of this subregulation, and

(iv) the side lights and stern light prescribed in regulation 39 (1)(b) and (c) of these Regulations ; and

(b) during the day, a white cylinder, one metre below the green ball prescribed in subregulation (1) of this regulation.

Additional
marking for
a vessel
enjoying
priority of
passage

48. A vessel that has the relevant authorisation for priority of passage given by the competent authority at points where the competent authority regulates the order of passage, may carry, in addition to the marking prescribed in other provisions of these Regulations, during the day, a red pennant at the bow and at a visible height.

Additional
marking for a
vessel unable
to manoeuvre

49.—(1) A vessel which is unable to manoeuvre shall, where necessary, display, in addition to the marking prescribed by these Regulations —

(a) during the night —

(i) a swinging red light, on a small craft and this light may be white, or

(ii) two red lights, one of the lights one metre above the other, placed in a suitable position and at a height visible from all directions ; and

(b) during the day —

(i) a swinging red flag, or

(ii) two black balls, one of the balls one metre above the other, placed in a suitable position and at a height visible from all directions.

(2) Where necessary, the vessel shall also give the sound signal prescribed in these Regulations.

50. Notwithstanding any special condition as may be imposed under regulation 23 of these Regulations, an assembly of floating material and a floating establishment shall carry during the night a sufficient number of bright white lights visible from every direction to show their outline.

Marking for an assembly of floating materials and a floating establishment underway

51.—(1) A vessel, made fast to the bank shall carry, during the night, on the channel side and at a height of at least three metres, an ordinary white light visible from all directions.

Marking for a stationary vessel

(2) Where a vessel, such as small craft, is stationary and the competent authority does not consider marking necessary in that instance, the competent authority may exempt the vessel from carrying the marking prescribed in this regulation.

(3) The light referred to in subregulation (1) of this regulation may be replaced by an ordinary white light at the bow and at the stern, positioned at the same height on the channel side and visible from all directions.

(4) A vessel that is stationary offshore, without access to the bank, shall carry during the —

(a) night, two ordinary white lights visible from all directions and in suitable positions, one forward at a height of at least four metres and the other aft at a height of at least two metres and at least two metres lower than the other ; and

(b) day, a black ball in a suitable position forward and at a height that is visible from all directions.

(5) A pushed convoy that is stationary offshore, without access to the shore, shall carry during the —

(a) night, on each vessel in the formation, an ordinary white light visible from all directions, in a suitable position and at a height of at least four metres and the maximum number of lights marking the barges shall be four, provided that the outlines of the convoy are clearly marked ; and

(b) day, a black ball on the pusher or on each pusher and on the leading vessel of the convoy or on the outermost vessels leading the convoy.

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(6) A small craft, other than a ship's boat may carry, instead of the lights required during the night in subregulations (1) and (2) of this regulation, an ordinary white light in a suitable position and at a height that is visible from every direction.

(7) The markings prescribed in this regulation shall not be mandatory, where a vessel is stationary —

(a) in a waterway on which navigation is temporarily impossible or prohibited ;

(b) alongside the bank and is well lit from the bank ; or

(c) outside the channel in a safe situation.

(8) The provisions of this regulation shall not apply to vessels referred to in regulations 53, 56, 65 (2) and 66 of these Regulations.

Additional
marking for a
stationary
vessel
carrying out
certain
transport
operations
involving
dangerous
substances

52. The provisions of regulation 45 of these Regulations shall apply to a vessel referred to in this regulation when the vessel is stationary.

Marking for
a ferry-boat
made fast at
its landing-
stage

53.—(1) A ferry-boat not moving independently shall, when made fast at its landing-stage, carry at night the lights prescribed in regulation 47 (1) of these Regulations and the lead boat or float of a longitudinal-cable ferry-boat, shall carry at night the light prescribed in regulation 47 (2) of these Regulations.

(2) A ferry-boat moving independently in service shall, when made fast at its landing-stage and when made fast for a short time, carry at night the lights prescribed in regulation 47 (1) of these Regulations, it may also keep the lights prescribed in regulation 39 (1)(b) and (c) of these Regulations.

(3) The green light referred to in regulation 47 (1) of these Regulations shall be put out as soon as the ferry-boat is no longer in service.

Marking for
an assembly
of floating
material and
a floating
establishment
when
stationary

54.—(1) Notwithstanding any special condition as may be imposed under regulation 23 of these Regulations, an assembly of floating material and a floating establishment shall carry, during the night, sufficient number of ordinary white lights visible from every direction to show their outlines on the channel side.

(2) The provisions of regulation 51 (7) of these Regulations shall apply to an assembly of floating material and a floating establishment when stationary.

Marking for
nets or poles
of stationary
vessels

55. Where a vessel has nets or poles extending into the channel or near it, the nets or poles shall be marked during the —

(a) night, by ordinary white lights visible from every direction in a sufficient number ; and

(b) day, by yellow floats or yellow flags in a sufficient number, to show the position of the nets or poles.

56.—(1) A floating equipment at work and stationary vessel carrying out work, sound or measuring operations, shall carry on the side on which the channel is —

Marking for a floating equipment at work and for a grounded or sunken vessel

(a) clear during the —

(i) night, two ordinary green lights or two bright green lights, and

(ii) day, two green bicones, one placed one metre above the other or as may be appropriate ; and

(b) not clear during the —

(i) night, an ordinary red light or a bright red light, placed at the same height, but higher than the two green lights prescribed in paragraph (a) of this subregulation and of the same intensity, and

(ii) day, a red ball, placed at the same height, but higher than the two green bicones prescribed in paragraph (a) of this subregulation.

(2) A grounded or sunken vessel or any vessel which requires protection against wash shall carry —

(a) on the side on which the channel is clear during the —

(i) night, an ordinary red light and ordinary white light, or a bright red light and bright white light, one placed one metre above the other, with the red light at the top, and

(ii) day, a flag with a red upper half and a white lower half or two flags flown one above the other, the upper flag being red and the lower flag white ; and

(b) on the side on which the channel is not clear during the —

(i) night, a red light at the same height and of the same intensity as the red light prescribed in paragraph (a) of this subregulation, and

(ii) day, a red flag at the same height as the red and white flag or red flag flown on the side on which the channel is clear.

(3) The marking required during the day as prescribed in subregulation (1) (a) and (b) of this regulation may be replaced by the following signs on the side on which the channel is —

(a) clear, the “entry permitted” in board E.1 as prescribed in the Seventh Schedule to these Regulations ; or

(b) not clear, the “no entry” as prescribed by the provisions of Seventh Schedule to these Regulations, placed at the same height as prescribed in paragraph (a) of this subregulation.

(4) The marking prescribed in subregulations (1), (2) and (3) of this regulation shall be placed at a height that is visible from all directions.

(5) Flag referred to in this regulation may be replaced by a board of the same colour.

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(6) Where the position of a sunken vessel prevents the marking prescribed in subregulation (2) of this regulation from being placed on the vessel, it shall be placed on a boat or buoy or displayed in any other appropriate manner.

(7) The competent authority may waive the obligation to carry the lights prescribed in subregulations (1), (2) and (3) of this regulation.

Marking for
an anchor
that may be a
danger to
navigation

57.—(1) Where, in any case referred to in regulations 51 and 54 of these Regulations, an anchor of a vessel, assembly of floating material or a floating establishment is placed in a position where its cables or chains may be danger to navigation at night, the “stationary vessel’s” light nearest to the anchor, assembly of floating material or floating establishment, shall be replaced by two ordinary white lights visible from all directions, one placed one metre above the other.

(2) A vessel, assembly of floating material and floating establishment shall mark each of its anchors, likely to be a danger to navigation —

(a) at night, by a float with a radar reflector bearing an ordinary white light visible from all directions ; and

(b) during the day, by a yellow float with a radar reflector.

Additional
marking for a
vessel of the
supervising
authorities
and fire-
fighting
services

58. A vessel of the competent authority may, notwithstanding the marking applicable to it under these Regulations, display, during the day and at night, an ordinary blue quick flashing light visible from every direction and this shall apply also to a fire-fighting vessel on its way to render assistance.

Additional
marking for a
vessel under
way carrying
out work in
the waterway

59.—(1) A vessel under way, working in the waterway, engaged in sound or measuring operations may, notwithstanding the marking applicable to it under the provisions of these Regulations, display, during the day and at night, a bright or ordinary yellow scintillating light visible from every direction.

(2) The use of the marking referred to in subregulation (1) of this regulation shall be restricted to a vessel that has written authorisation from the competent authority.

Additional
marking for
protection
against wash

60.—(1) A vessel, assembly of floating material and floating establishment under way or stationary, other than those specified in regulation 56 of these Regulations, requiring protection against wash caused by the passage of another vessel or assembly of floating material may, notwithstanding the marking applicable to it under the provisions of these Regulations, display —

(a) at night, an ordinary red light and ordinary white light or a bright red light and a bright white light, with the red light one metre above the white light, in a visible position and in such a way that they cannot be mistaken with other lights ; or

(b) during the day, a flag with a red upper half and white lower half, in a suitable position and at a height visible from all directions.

(2) The flag referred to in subregulation (1)(b) of this regulation may be replaced by two flags, one above the other, the upper flag shall be red and the lower flag shall be white and the flags may be replaced by boards of the same colour.

(3) Notwithstanding the provisions of regulation 56 of these Regulations, only a vessel, an assembly of floating material or a floating establishment that —

- (a) is seriously damaged, engaged in rescue work or unable to manoeuvre ; or
- (b) has written authorization from the competent authorities,

may use the marking referred to in subregulation (1) of this regulation.

61.—(1) Where a vessel in distress needs assistance, the vessel may —

Distress
Signal

- (a) display a flag or any other suitable object waved in a circle;
- (b) display a flag with a ball above or below it or anything resembling a ball ;
- (c) display a light waved in a circle ;
- (d) fire a rocket or shells throwing red stars, fired one at a time at short intervals ;
- (e) display a luminous signal consisting of the group (SOS) in Morse Code ;
- (f) burn flames such as may be produced by burning tar, oil or any other method as may be applicable ;
- (g) display parachute flares or hand-held flares emitting a red light ; or
- (h) display slow, repeated up-and-down movements of the arms extended on each side.

(2) The signals referred to in subregulation (1) of this regulation may replace or supplement the sound signals referred to in regulation 70(2) of these Regulations.

62.—(1) Where there are regulations prohibiting unauthorised person from going on board a vessel, an assembly of floating material or a floating establishment, the prohibition shall be indicated in a circular white board.

Prohibition
of boarding

(2) The board referred to in subregulation (1) of this regulation shall —

- (a) be bounded in red, with a red diagonal and the figure of pedestrian in black ;
- (b) be placed on the vessel or on the gangway, as circumstances require ;
- (c) notwithstanding the provisions of regulation 34 of these Regulations, be 60 centimetre in diameter ; and
- (d) be illuminated, as required, so as to be clearly visible at night.

63.—(1) Where there are regulations prohibiting smoking on board a vessel, an assembly of floating material or floating establishment, the prohibition shall be indicated in a circular white board.

Prohibition
of smoking

(2) The board referred to in subregulation (1) of this regulation shall —

- (a) be bounded in red, with a red diagonal and a picture of a cigarette emitting smoke ;

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- (b) be placed on the vessel or on the gangway as circumstances require ;
- (c) notwithstanding the provisions of regulation 34 of these Regulations, be 60 centimetre in diameter ; and
- (d) be illuminated so as to be visible at night.

Prohibition
of lateral
berthing

64.—(1) Where the competent authority prohibit lateral berthing near a vessel, the vessel shall carry on deck, in the longitudinal axis a square board with a triangle below and both faces of the —

- (a) square board shall be white with a red border, a red diagonal from the top left to the bottom right and with letter ‘P’ in black in the centre ; and
- (b) triangle shall be white and show in black figures, the distance in metres over which berthing is prohibited.

(2) At night, the boards shall be illuminated so as to be visible on both sides of the vessel.

(3) The provisions of this regulation shall not apply to a vessel, pushed convoy or side-by-side formation referred to in regulation 52 of these Regulations.

Additional
marking for a
vessel whose
ability to
manoeuvre is
limited

65.—(1) A vessel whose ability to give way in accordance with the provisions of these Regulations is limited, where such vessel is carrying out work and its position may hinder navigation, shall carry in addition to the marking prescribed by these Regulations during the —

- (a) night, three bright or ordinary lights, the top and bottom lights shall be red while the middle light shall be white, one above the other at least one metre apart and at a height that is visible from all directions ; and
- (b) day, a black ball, a black bicone and a black ball with the bicone in the middle, one above the other of not less than one metre apart and high enough to be visible from all directions.

(2) Where the operation in which vessel is engaged may cause an obstruction, the vessel referred to in subregulation (1) of this regulation shall carry, in addition to the marking prescribed in subregulation (1) of this regulation —

(a) during the night —

(i) two bright or ordinary red lights, one above the other, at least one metre apart, on the side on which the obstruction occurs and in a position that is visible from every direction, or

(ii) two bright or ordinary green lights, one above the other, at least one metre apart, on the side on which the channel is clear and in a position that is visible from every direction ; and

(b) during the day —

(i) two black balls, one above the other at least one metre apart, on the side on which the obstruction occurs, and

(ii) two black bicones, one above the other at least one metre apart, on the side on which the channel is clear.

(3) The lights, balls and bicones referred to in this regulation shall be placed at least two metres from, and in no case higher than, the lower light or ball referred to in subregulation (1) of this regulation.

(4) The provisions of this regulation shall not apply to a floating equipment at work when it is stationary.

66.—(1) A vessel engaged in drawing a trawl or other fishing gear through the water shall carry, in addition to the marking prescribed in these Regulations —

Additional
marking for
a vessel
engaged in
fishing

(a) during the night —

(i) two bright or ordinary lights, the upper green light and the lower white light, one above the other, at least one metre apart and at a visible height from all directions, frontward of the light prescribed in regulation 39 (1)(a) of these Regulations, and

(ii) the upper light shall be lower than the light prescribed in regulation 39 (1) (a) of these Regulations and the lower light at a height above the lights prescribed in regulation 39 (1) (b) of these Regulations, provided that vessels of less than 50m long shall not be required to carry the light prescribed in regulation 39 (1) (a) of these Regulations ; and

(b) during the day, two black cones, point to point, one above the other and at a height that is visible from all directions.

(2) A vessel engaged in fishing other than the vessel referred to in subregulation (1) of this regulation, shall carry the prescribed marking, except for the light prescribed in regulation 39 (1)(a) of these Regulations and shall carry, in place of the green light —

(a) during the night —

(i) a bright or ordinary red light, visible from all directions and where the fishing tackle extends more than 150 metre horizontally from the vessel, in line with the tackle, or

(ii) a bright or ordinary white light, at a horizontal distance of not less than two metres and not more than six metres from the two red and white lights prescribed in this subregulation and at a height that is neither above the white light nor lower than the lights prescribed in regulation 39(1)(b) of these Regulations ; or

(b) during the day, a black cone, point upwards.

67.—(1) A vessel used for underwater diving shall carry, in addition to the marking prescribed in these Regulations, a rigid reproduction of at least one metre high of the “A” flag of the International Code of Signals, in a suitable position and at a height visible from every direction by night and day.

Additional
marking for a
vessel used
for
underwater
diving

(2) The vessel referred to in subregulation (1) of this regulation may Marking for pushed convoys under way where appropriate carry the marking referred to in regulation 65 (1) of these Regulations in lieu of the marking prescribed in subregulation (1) of this regulation.

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Additional
marking for a
vessel
engaged in
mine
sweeping

68. A vessel engaged in mine sweeping shall carry, in addition to the marking prescribed in these Regulations during the —

(a) night, three bright or ordinary green lights visible from all directions, arranged in a triangle with a horizontal base in a plane perpendicular to the axis of the vessel, the top light at or near the top of the fore mast and the other lights at each end of the fore mast yard ; and

(b) day, three black balls arranged in the manner prescribed for the lights in paragraph (a) of this regulation.

Additional
marking for a
vessel on
river guide
service

69. A vessel on river guide service shall carry, in addition to the marking prescribed in these Regulations, two bright or ordinary lights, one above the other and visible from all directions, the top light white and the lower light red, at or near the top of the mast.

PART IV — SOUND SIGNALS ON VESSELS RADIO-TELEPHONY

Sound signals

70.—(1) When sound signals other than bells are prescribed in these Regulations or any other applicable law, the sound device shall be —

(a) a mechanically operated sound signaling device, placed sufficiently high that the sound signals can spread freely to the front and where possible to the back, in the case of a motor vessel except certain small craft, but where the vessel is with radar equipment, the signaling device shall conform to the requirements laid down in paragraph 1 of the Sixth Schedule to these Regulations ; or

(b) a suitable trumpet or horn in the case of a non-motor vessel and motor small craft whose equipment does not include a sound signaling device and such sound signals shall conform to the requirements of paragraphs 1(a)(ii) and 1 (b)(ii) of the Sixth Schedule to these Regulations.

(2) A sound signal given by a motor vessel shall be accompanied with light signals, which shall be —

(a) yellow ;

(b) bright and visible from every direction ; and

(c) synchronised with the sound signal.

(3) The provisions of subregulation (2) of this regulation shall not apply to —

(a) a small craft ;

(b) the signals prescribed in regulation 117(1)(a) of these Regulations to be given by a vessel proceeding downstream and navigating by radar ; or

(c) ringing or pealing of a bell.

(4) Unless as otherwise provided, in the case of a convoy, the prescribed sound signals shall be given in a convoy of vessel carrying the Boatmaster of the convoy.

(5) Where a vessel in distress needs assistance, it may ring a bell or sound repeated long blasts and these signals may replace or supplement the visual signals referred to in regulation 61 of these Regulations.

(6) To ensure the audibility of sound signals, the weighted sound pressure level in the wheel house in the area of the helmsman's head shall not exceed 70dB (A), when the vessel is proceeding under normal conditions.

(7) A bell peal shall last for four seconds and it may be replaced by the repeated striking of metal on metal over the same duration.

71.—(1) A vessel, except where it is the small craft referred to in subregulation 70 (3) (a) of these Regulations, shall, where necessary, use the signals specified in paragraph 3 of the Sixth Schedule to these Regulations.

Use of sound
signals

(2) Notwithstanding the provisions of subregulation (1) of this regulation, a small craft proceeding alone, towing or propelling in a side-by-side formation may, where necessary, give the general signals specified in paragraph 3(1)(a) of the Sixth Schedule to these Regulations.

72.—(1) A vessel shall not use sound signals —

Prohibited
sound signals

(a) other than as prescribed by these Regulations ; or

(b) in such a way that is not prescribed by these Regulations or any other applicable law.

(2) Notwithstanding the provisions of subregulation (1) of this regulation, a vessel may use sound signals other than those prescribed in these Regulations, where it is communicating with another vessel or the shore.

73.—(1) A radio telephone set carried on board a vessel or floating establishment shall be operated in accordance with the requirements of the competent authority.

Radio
telephony

(2) A motor vessel, excluding a small craft, ferry or floating equipment may sail only, where it is equipped with two radio telephone installations in proper working order and when under way, the radio telephone installations for the ship-to-ship and nautical information channels shall be permanently in a ready-to-transmit and ready-to-receive state.

(3) The channel allocated to nautical information may only be left for a short time in order to transmit or receive information on other channels.

(4) A ferry-boat and motorised floating equipment may only sail, where they are equipped with a radio telephone installation in proper working order and when under way, the radio telephone installation for the ship-to-ship channel shall permanently be in ready-to-transmit and ready-to-receive state, but the channel may only be left for a short time in order to transmit or receive information on other channels.

(5) A vessel equipped with a radio telephone installation shall make reports on the channel allocated to the ship-to-ship network before entering blind sections, narrow channel or bridge openings.

(6) Where the competent authority prescribe the use of radio telephone communications, the sign specified in sign B.11 of the Seventh Schedule to these Regulations shall apply.

PART V — WATERWAY SIGNS AND MARKINGS

Signs **74.—(1)** A Boatmaster and any other member of a vessel’s crew shall adhere to the inland waterway signs set out in the Seventh Schedule to these Regulations.

(2) Notwithstanding the provisions of these Regulations and any other applicable law, a Boatmaster shall obey the rules and take account of the recommendations and information conveyed to the Boatmaster by the signs referred to in subregulation (1) of this regulation on the waterway or its banks.

Markings **75.** Markings of waterways shall be in accordance with the Eight Schedule to these Regulations.

PART VI — RULES OF THE ROAD

76. In this part —

Definitions

“*meeting*” means where two vessels are proceeding on courses directly or almost directly opposite ;

“*overtaking*” means where a vessel comes up to another vessel from a direction more than 22.5° at aft the latter vessel’s beam and overtakes it ;

“*crossing*” means where two vessels are approaching in a situation other than the cases referred to under meeting and overtaking ;

“*sheltered water*” means restricted waterways comprising of waters or areas of a body of water as itemised under paragraphs 10 and 12 of the Second Schedule to the Act ;

“*small craft*” means a small craft navigating alone or convoys consisting only of small craft ;

“*upstream*” on a navigational channel means the direction towards the source of the river, including sections where the current changes with the tide ; and

“*open waters*” are all other inland waterways or area of a body of water as itemized under paragraphs 1,2,3,4,5,6,7,8,9 and 11 of the Second Schedule to the Act.

Categories of Inland Waters

77. Inland waters in Nigeria are categorised as follows —

(a) Category A — Narrow rivers and canals where the depth of water is generally less than 1.5 metres ;

(b) Category B — Wider rivers and canals where the depth of water is generally more than 1.5 metres and where the significant wave height may not be expected to exceed 0.6 metre at any time ; and

(c) Category C — Tidal rivers and estuaries and large, deep lakes and lochs where the significant wave height may not be expected to exceed 1.2 metres at anytime.

Obligation of an operator in inland waters

78.—(1) An operator shall ensure that its vessel meets the appropriate standards for the waters in which it operates and that the Boatmaster and crew members are instructed as to the operating limits.

(2) Where a vessel operates in inland waters that are not classified under any of the categories, the standards applying to the most appropriate category shall be adhered to.

(3) The competent authority shall determine the direction on canals and the term “in the direction from point A to point B” shall be used.

79.—(1) A high-speed vessel is a vessel that can travel 25 knots and above. High-speed vessels

(2) A high-speed vessel shall leave enough room for another vessel to hold its course and to manoeuvre, but it may not require such vessel to give way to it.

80. Where the provisions of this part provide that a particular rule of the road shall not apply to a small craft in relation to other vessels, a small craft shall leave enough room for another vessel except the vessel referred to in regulation 79 of these Regulations to hold its course and manoeuvre ; provided that such vessel may not be required to give way to a small craft. General rule regarding small craft

81.—(1) A vessel shall cross or overtake another vessel only where the — General principles regarding meeting, crossing and overtaking

(a) channel is wide enough for simultaneous passage ; and

(b) overtaking vessel shall not disrupt the movement of any other vessel on the channel.

(2) Where vessels are preceding in a convoy, the visual signals prescribed in regulations 48, 83, 84, 85 and 86 of these Regulations shall be shown or emitted only by the vessel carrying the Boatmaster of the convoy, side-by-side formation or, in the case of a towed convoy, by the towed vessel at the head of the convoy.

(3) A vessel on a course that is not in any danger of collision shall not change its course or speed in a manner, which may cause a collision.

(4) Where on meeting or crossing, one vessel is required to give way to the other, that other vessel shall maintain its course and speed.

(5) Where for any reason, the vessel which is required to maintain its course and speed finds itself so near to the other vessel that a collision cannot be avoided solely by a manoeuvre on the part of the vessel required to give way, it shall manoeuvre in a manner that can best help to avoid a collision.

82.—(1) Where two vessels are crossing in such a manner that there is a risk of collision, the vessel which — Crossing

(a) has the other vessel to starboard shall give way and where circumstances permit, avoid crossing ahead of it ; and

(b) is on the star board side of a marked channel, shall maintain its course.

(2) The provisions of subregulation (1) of this regulation shall not apply where the provisions of regulations 94, 95 or 97 of these Regulations is applicable.

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(3) Notwithstanding the provisions of subregulation (1) of this regulation, where two small craft of different categories are crossing in such a manner that there is a risk of collision between them, a —

- (a) motorised small craft shall give way to the other small craft ;
- (b) small motorised craft or small motorised craft not under sail shall give way to a small craft under sail ; and
- (c) craft which is on the starboard side of the channel shall maintain its course.

(4) Notwithstanding the provisions of subregulation (1) of this regulation, where two vessels under sail cross in such a manner that there is a risk of collision, one of them shall give way to the other as follows —

- (a) where both vessels has wind on a different side, the vessel with the wind on the port side shall give way to the other ;
- (b) where both vessels has wind on the same side, the vessel which is to windward shall give way to the vessel to leeward ;
- (c) where a vessel which has wind on the port side sees another vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, the first shall give way to the other ; and
- (d) the vessel which is on the starboard side of the channel shall maintain its course.

(5) The provisions of this regulation shall not apply to small craft in relation to other vessels.

Normal rules
of meeting
class one

83.—(1) When a river flows in one direction, when meeting, a vessel proceeding upstream shall, with due regard for local circumstances and the movements of other vessels, give way to a vessel proceeding downstream.

(2) In tidal waters, where tidal currents exist, the vessel stemming the tide shall give way to the vessel having the tide astern.

(3) A vessel proceeding upstream, which leaves the course of those proceeding downstream on their port side shall give no signal.

(4) A vessel proceeding upstream which leaves the course of those proceeding downstream on their starboard side shall, in good time and to starboard display —

- (a) during the day a —
 - (i) strong scintillating white light or wave a light blue flag or board, or
 - (ii) light blue board in conjunction with a bright scintillating white light ; or
- (b) at night, a bright scintillating white light in conjunction, where desired, with a light blue board.

- (5) The signals referred to in subregulation (4) of this regulation shall —
- (a) be visible from ahead and astern ;
 - (b) be displayed until passing is completed ; and
 - (c) not be displayed after passing is completed unless it is to indicate an intention to continue allowing any vessel proceeding downstream, to pass to starboard.

(6) The light blue board referred to in subregulation (4) of this regulation shall have a white border of at least five centimetres wide of the frame and lath structure and the lantern of the scintillating light shall be dark in colour.

(7) A vessel shall give —

- (a) one short blast when the meeting is to be to the port ; and
- (b) two short blasts when the meeting is to be to starboard.

(8) Notwithstanding the provisions of regulation 85 of these Regulations, a vessel proceeding downstream shall follow the course indicated by those proceeding upstream in accordance with the provisions of subregulation (1) of this regulation and it shall repeat the visual signals referred to in sub-regulation (4) of this regulation or the sound signals referred to in subregulation (7) of this regulation made to it by a vessel proceeding upstream.

(9) The provisions of subregulations(1) to (5) of this regulation shall not apply to small craft in relation to any other vessel or to a small craft meeting another small craft.

(10) Regulation 84 of these Regulations shall apply in the case of two small crafts.

84.—(1) Where two vessels meet and there may be a risk of collision, each vessel shall veer to starboard so as to pass on the port side of the other.

Normal rules
of meeting
class two

(2) This rule shall not apply to small craft in relation to other vessels.

(3) A vessel proceeding upstream which leaves the course of vessels proceeding downstream on their port side shall give no signal.

(4) Notwithstanding the provisions of subregulation(1) of this regulation, where two sailing vessels meet, the provisions of regulation 81 (5) of these Regulations shall apply.

85.—(1) Notwithstanding the provisions of regulation 83 of these Regulations, a vessel or towed convoy, under any of the following categories shall act in accordance with the provisions of this regulation —

Departures
from normal
rules of
meeting class
one

- (a) passenger vessels providing a regular service and whose authorised maximum passenger capacity is not below the number prescribed by the competent authority, when proceeding downstream with the intention to call at a landing-stage on the side used by vessels proceeding upstream ; or

- (b) towed convoys proceeding downstream, which is to keep close to a particular bank in order to turn upstream to change the course left clear for

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them in accordance with regulations 83 and 84 of these Regulations, where the course is not suitable.

(2) A vessel or towed convoy referred to in subregulation (1) of this regulation shall where it is a vessel proceeding —

(a) downstream, give in good time —

(i) one short blast where it intends to pass to port, and

(ii) two short blasts and the visual signals referred to in regulation 83(4) of these Regulations, where it intends to pass to starboard ; or

(b) upstream, grant the request of a vessel proceeding downstream by making one short blast and removing the visual signals, referred to in regulation 83 (4) of these Regulations, where they are to pass port to port.

(3) Where it appears that the intentions of a vessel proceeding downstream may not have been understood by a vessel proceeding upstream, the vessel proceeding downstream shall repeat the sound signals referred to in subregulation (2) (b) of this regulation.

(4) Where a vessel proceeding upstream observes that the course requested by one proceeding downstream is unsuitable and will cause a collision, it shall sound a series of very short blasts and the steersmen shall take all the steps required by the situation to obviate the danger.

Departure
from normal
rules of
meeting class
two

86.—(1) Notwithstanding the provisions of regulation 83 of these Regulations, a vessel in exceptional cases and where it is certain that its request shall be safely met, may ask to pass starboard to starboard, but such request shall not be made unless it is certain that the request shall be safely met.

(2) Where vessels are passing starboard to starboard, each of the vessel shall sound two short blasts and display the visual signals prescribed in regulation 83 (4) of these Regulations and the signals shall be visible from ahead and astern and be displayed until passing is completed.

(3) The signals referred to in subregulation (2) of this regulation shall not be displayed after passing is completed unless it is an indication of intention to allow another vessel to pass to starboard.

(4) The vessels meeting shall make two short sound blasts and leave the necessary space to starboard and shall at the same time, show the visual signals referred to in regulation 83 (4) of these Regulations.

(5) Where any of the vessels meeting observes that the course requested is unsuitable and that there is a danger of collision, it shall sound a series of very short blasts and the steersmen shall take all the steps required to obviate the danger.

Meeting
boats towed
from the
bank

87. Where a vessel being towed from the bank and a vessel not being towed meet, the vessel not being towed shall, notwithstanding the provisions of regulations 83, 84, 85 and 86 of these Regulations, leave the towing side to the vessel being towed.

88.—(1) In order to avoid meeting on a section or at a point where the channel is not wide enough for more than one vessel to pass through, the following rules shall apply —

- (a) a vessel shall proceed through a narrow channel as quickly as possible ;
 - (b) a vessel shall sound one long blast before entering a narrow channel, where the view is restricted and the narrow channel is long, it shall repeat this signal while passing through it ;
 - (c) on waterways for which “downstream” and “upstream” are defined as vessel proceeding —
 - (i) upstream, on being aware that a vessel proceeding downstream is about to enter a narrow channel, shall stop below the channel until the vessel proceeding downstream has passed through it, or
 - (ii) downstream shall as may be practicable, stop above the channel until the convoy has passed through and this shall apply to a single vessel proceeding downstream with respect to a single vessel proceeding upstream ;
 - (d) on waterways for which “downstream” and “upstream” are not defined—
 - (i) a vessel proceeding upstream, on being aware that a vessel proceeding downstream is about to enter a narrow channel, shall stop below the channel until the vessel proceeding downstream has passed through,
 - (ii) where a convoy proceeding upstream has already entered a narrow channel, any vessel proceeding downstream shall, as may be practicable, stop above the channel until the convoy has passed through and the same requirement shall apply to a single vessel proceeding downstream with respect to a single vessel proceeding upstream,
 - (iii) a vessel without any obstacle to starboard and which in a curved narrow channel has the outside of the curve to starboard, shall hold its course and every other vessel shall wait until the vessel has passed through the narrow channel provided that this provision shall not apply to a small craft and other vessels,
 - (iv) where a small craft under sail and a small craft of another category meet, the small craft under sail shall maintain its course and the other shall wait until the small craft under sail has passed through the narrow channel, or
 - (v) where two sailing vessels meet, the vessel to windward or, where both are navigating with the wind, the vessel which has the wind on the star board side shall maintain its course and the other vessel shall wait until the vessel to windward has passed through the narrow channel.
- (2) The provisions of subregulation (1)(d)(v) of this regulation shall not apply to a small sailing craft in relation to other vessels.
- (3) Where a vessel unavoidably meets another vessel in a narrow channel, both vessels shall ensure that they pass at a point and under conditions involving

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minimum danger and a Boatmaster who observes any danger of collision shall sound a series of very short blasts.

Meeting
prohibited by
waterway
signs

89.—(1) On approaching a section marked with the prohibitory sign A4 in the Seventh Schedule to these Regulations —

(a) on waterways for which “downstream” and “upstream” are defined, a vessel proceeding upstream shall stop at the approach of any vessel proceeding downstream and wait until it has passed through the section ; and

(b) on waterways for which “downstream” and “upstream” are not defined, the corresponding rules in regulation 88 (1) (d) of these Regulations shall apply.

(2) Where the competent authority prescribe an alternate one-way traffic, in order to prevent any meeting, the prohibition of passage shall be indicated by a general prohibitory sign A.1 in the Seventh Schedule to these Regulations and depending on local circumstances, a warning of the sign prohibiting passage may be given by the mandatory sign B.8 in the Seventh Schedule to these Regulations used as an advance sign.

(3) Where the signs referred to in subregulation (2) of this regulation cannot be displayed, a vessel shall stop and wait until authorization to proceed is given by a representative of the competent authority.

General
provisions
for
overtaking

90.—(1) A vessel shall only overtake another vessel where it is certain that overtaking can be done without causing any danger.

(2) A vessel being overtaken shall slow down, where necessary, to allow overtaking to be accomplished without danger and quickly so as not to hamper the movement of any other vessel.

(3) The provisions of this regulation shall not apply to a small craft overtaking a vessel of another category.

Overtaking

91.—(1) As a general rule, the overtaking vessel shall pass to port of the vessel being overtaken and where the channel is unquestionably wide enough, the overtaking vessel may also overtake to starboard of the vessel being overtaken.

(2) A sailing vessel shall overtake another sailing vessel on the side on which the vessel being overtaken has the wind and this provision shall not apply to a small sailing craft which is being overtaken by another sailing vessel.

(3) Where a vessel is being overtaken by a sailing vessel, it shall aid overtaking on the side on which the overtaking craft has the wind and this provision shall not apply to a small sailing craft overtaking another vessel.

(4) Where overtaking is possible without the vessel being overtaken changing its course or speed, the overtaking vessel shall not give a sound signal.

(5) Where overtaking is impossible without the vessel being overtaken changing course or where it appears that the vessel being overtaken may not

have noticed the intention to overtake by another vessel, which may cause a danger of collision, the overtaking vessel shall sound —

(a) two long blasts followed by two short blasts, where it wishes to pass to port ; or

(b) two long blasts followed by one short blast, where it wishes to pass to starboard.

(6) Where a vessel is requesting for a space to overtake, the overtaken vessel shall sound —

(a) one short blast, where it is to be overtaken to port ; or

(b) two short blasts where it is to be overtaken to starboard.

(7) Where overtaking is not possible on the side requested by the overtaking vessel, but it is possible on the other side, the vessel being overtaken shall sound —

(a) one short blast where overtaking is possible to port ; and

(b) two short blasts where overtaking is possible to starboard.

(8) Where the overtaking vessel still intends to pass, it shall sound two short blasts with respect to subregulation (7)(a) of this regulation or one short blast with respect to subregulation 7(b) of this regulation and the vessel being overtaken shall then create space on the side on which it is to be overtaken, moving over to the other side where necessary.

(9) Where overtaking is impossible without danger of a collision, the vessel being overtaken shall sound five short blasts.

(10) The provisions of subregulations (4) to (9) of this subregulation shall not apply to a small craft in relation to other vessels or to a small craft overtaking other small craft.

92.—(1) Notwithstanding the provisions of regulation 89(1) of these Regulations, a vessel shall not overtake —

(a) on a section marked by the sign A.2 in the Seventh Schedule to these Regulations ; or

(b) between a convoy in the areas marked by the sign A.3 in the Seventh Schedule to these Regulations.

Overtaking
prohibited
by
waterway
signs

(2) The provisions of subregulation (1) of this regulation shall not apply where one of the convoys is a pushed convoy with a maximum dimension of 110 metres by 12 metres.

93.—(1) Where the course to be followed is prescribed on any section, the course shall be marked by the mandatory signs B.1,B.2,B.3 or B.4 in the Seventh Schedule to these Regulations and the end of the section may be indicated by the informative sign E.11 in the Seventh Schedule to these Regulations.

Navigation
on sections
where the
course is
prescribed

(2) A vessel proceeding downstream, in particular, on approaching the mandatory sign B.4 in the Seventh Schedule to these Regulations shall, where necessary reduce speed or stop to allow another vessel proceeding downstream to manoeuvre.

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Turning

94.—(1) A vessel may only turn after ensuring that —

- (a) the movements of another vessel shall allow it to do so safely ; and
- (b) another vessel shall not be forced to change its course or speed abruptly.

(2) A vessel shall, before turning, sound in good time a long blast followed by—

- (a) a short blast where it intends to turn to starboard ; or
- (b) two short blasts where it intends to turn to port.

(3) Where the turn is likely to compel another vessel to change its course or speed, the other vessel shall, as may be necessary and practicable, change its speed and course to allow the turn to be made safely.

(4) Where a vessel intends to turn in order to head against the current, the other vessel shall help to ensure that the turn is done in good time.

(5) The provisions of subregulations (1) to (3) of this regulation shall not apply to a small craft in relation to another vessel, only to a small craft in relation to another small craft.

(6) A vessel shall not turn on any section marked with the prohibitory sign A.8 in the Seventh Schedule to these Regulations.

(7) Where any section of the waterway is marked with the informative sign E.8 in the Seventh Schedule to these Regulations, a Boatmaster may choose that section for turning and in this case the provisions of this regulation shall apply.

Procedure on departure

95. The provisions of regulation 94 of these Regulations shall apply also to a vessel, other than a ferry-boat when leaving its anchorage or berth without turning and the signals prescribed in regulation 94(2) of these Regulations, shall be replaced with —

- (a) one short blast where a vessel is approaching on the starboard side ; or
- (b) two short blasts where a vessel is approaching on the port side.

Prohibition of entering the spaces between vessels in a towed convoy

96. A vessel shall not enter any space between vessels in a towed convoy.

Entering and leaving harbours and tributary waterways

97.—(1) A vessel may enter, leave a harbour or a tributary waterway or cross the waterway, where it ensures that it can do so safely and without compelling another vessel to change its course or speed abruptly.

(2) Where a vessel proceeding downstream is compelled to turn upstream in order to enter a harbour or tributary waterway, it shall allow the vessel proceeding upstream which also intends to enter the harbour or tributary waterway to pass first.

(3) In certain cases, a waterway considered to be a tributary may be marked by either sign E.9 or E.10 in the Seventh Schedule to these Regulations.

(4) Where the intended manoeuvre may compel another vessel to change its course or speed, the vessel carrying out any of the manoeuvres referred to in subregulation (1) of this regulation shall announce the manoeuvre by making the sound in good time —

(a) three long blasts followed by one short blast, where it has to turn to starboard when entering or after leaving ;

(b) three long blasts followed by two short blasts where it has to turn to port when entering or after leaving ;

(c) three long blasts, where after leaving, it intends to cross the waterway and before completing the crossing, it shall, where necessary, sound —

(i) one long blast followed by one short blast, where it intends to turn to starboard, or

(ii) one long blast followed by two short blasts, where it intends to turn to port.

(5) Where a manoeuvre is announced in accordance with subregulation (4) of this regulation, every other vessel shall change its course and speed where necessary and this provision shall also apply where the sign B.10 in the Seventh Schedule to these Regulations is placed on the main waterway near the exit from a harbour or tributary waterway.

(6) Where the sign B.9 (a) or (b) in the Seventh Schedule to these Regulations is placed near the exit from a harbour or tributary waterway, a vessel leaving that harbour or waterway may enter or cross the main waterway only where doing so shall not compel another vessel proceeding on it to change its course or speed.

(7) A vessel may not —

(a) enter a harbour or tributary waterway where the sign A.1 and the sign shown in part 2, paragraph 2 in the Seventh Schedule to these Regulations are displayed on the main waterway ; and

(b) leave a harbour or tributary waterway where the sign A.1 and the sign shown in part 2, paragraph 2 in the Seventh Schedule to these Regulations are near the exit.

(8) A vessel may, where the sign E.1 and the sign shown in part 2, paragraph 2 in the Seventh Schedule to these Regulations is displayed —

(a) on the main waterway, enter a harbour or tributary waterway even where doing so may compel another vessel proceeding on the main waterway to change its course or speed ; and

(b) near the exit, leave and in this case the sign B.10 in the Seventh Schedule to these Regulations, shall be displayed on the main waterway.

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(9) The provisions of subregulations (1) to (5) of this regulation shall not apply to a small craft in relation to any other vessel.

(10) The provisions of subregulation (6) of this regulation shall not apply to a vessel which is not a small craft in relation to other small craft.

(11) The provisions of subregulation (4) of this regulation shall not apply between a small craft and any other small craft.

Sailing
abreast

98.—(1) A vessel may sail abreast only where there is enough room to do so without any inconvenience or danger to shipping.

(2) A vessel shall not sail within 50metres of another vessel, a side-by-side formation or pushed convoy showing the marking referred to in regulation 44 (3) and (5) of these Regulations, except when overtaking or passing.

(3) Notwithstanding the provisions of regulation 22 of these Regulations, a vessel shall not —

- (a) go alongside ;
- (b) grapple ; or
- (c) ride along,

another vessel or assembly of floating material underway without the express permission of its Boatmaster.

(4) A person practicing an aquatic sport without the use of a vessel shall keep a sufficient distance from any vessel, assembly of floating material underway and floating equipment at work.

Prohibition
of trailing of
anchors,
cables or
chains

99.—(1) A vessel shall not trail an anchor, a cable or chain.

(2) The provisions of subregulation (1) of this regulation shall not apply—

- (a) to small movements at stopping places or manouvering ; and
- (b) on any section marked, in accordance with regulation 126 (2) of these Regulations and the informative sign E.6 in the Seventh Schedule to these Regulations.

(3) Notwithstanding the provisions of subregulation (2) of this regulation, the provisions of subregulation (1) of this regulation shall apply to movements and maneuvering on a section marked in accordance with the provisions of regulation 126(1) (b) of these Regulations with the prohibitory sign A.6 in the Seventh Schedule to these Regulations.

Drifting

100.—(1) A vessel shall not drift, but this prohibition shall not apply to small movements at places of stopping, loading or unloading.

(2) A vessel that drifts downstream while facing upstream with engines running “ahead” is considered to be going upstream and not drifting.

Wash

101.—(1) A vessel shall regulate its speed to avoid creating excessive wash or suction likely to cause damage to any stationary or moving vessel or structure and it shall reduce speed in good time, but not below the speed required to steer safely —

- (a) outside any harbour entrance ;
- (b) near any vessel made fast to the bank or to a landing-stage or loading or discharging cargo ;
- (c) near any vessel lying at normal stopping place ;
- (d) near any ferry-boat that is not moving independently ; and
- (e) on any section of the waterway designated by the competent authority and such section may be marked by the sign A.9 in the Seventh Schedule to these Regulations.

(2) Subject to the provisions of regulation 7 of these Regulations, a vessel shall not be required to fulfill the obligations imposed by subregulation (1) (b) and (c) of this regulation in respect of any small craft.

(3) A vessel shall reduce its speed and keep a safe distance when passing any vessel —

- (a) displaying the signals prescribed in regulation 56(2) of these Regulations ; or
- (b) assembly of floating material or floating establishment displaying the signals prescribed in regulation 60(1) and (2) of these Regulations.

102.—(1) A motor vessel propelling a convoy shall have sufficient power for proper control of the convoy. Convoy

(2) The pusher of a pushed convoy shall without turning, be capable of stopping the convoy in good time in such a way that the convoy remains under proper control.

(3) Motorised vessels towing or pushing other vessels or propelling them in side-by-side formation shall not leave them during making-fast or anchoring operations until the —

- (a) navigable channel has been cleared of such vessels ; and
- (b) Boatmaster of the convoy is satisfied that they are in a secure position.

(4) A ship-borne barge shall not be placed at the head of a pushed convoy unless an anchor is presented at the head of the convoy.

103. A pushed barge, outside a pushed convoy, may only be moved —

- (a) when it is being coupled side-by-side to a motorised vessel ; or
- (b) on short distances, when a pushed convoy is being formed or broken up.

Relocation
of pushed
barges
outside a
pushed
convoy

104. A vessel shall stop short of the general prohibitory sign A.1 specified in the Seventh Schedule to these Regulations, where the competent authority announces by that sign that navigation is suspended.

Suspension of
navigation

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Navigation
when passing
floating
equipment at
work or
grounded or
sunken
vessels and
vessels whose
ability to
manoeuvre is
limited

105. A vessel shall not overtake a vessel referred to in regulation —
(a) 56 of these Regulations on the side on which they show —
(i) any of the red light or lights prescribed in regulation 56(1) (b) and
(2) (b) of these Regulations,
(ii) the board bearing the sign A.1 in the Seventh Schedule to these Regulations, or
(iii) the red ball or the red flag prescribed in regulation 56 (1) (b) and
(2) (b) of these Regulations ; or
(b) 65 of these Regulations on the side on which they show the two red lights or the two black balls prescribed in regulation 65 (2)(a)(i) of these Regulations.

Rules
applicable to
ferry-boats

106.—(1) A ferry-boat may cross a waterway only where it is certain that the movement of another vessel may enable it to do so without risk and that the other vessel is not compelled to change its course or speed abruptly.

(2) A ferry-boat which is not moving independently —
(a) shall, when not operating, lie at the berth assigned to it by the competent authority and where no berth has been assigned, it shall lie in such a position that the channel remains clear ;
(b) may stop on the side of the channel opposite the point at which the cable is made fast only as long as is strictly necessary for embarking and disembarking and during these operations any approaching vessel may request the clearing of the channel by making one long blast in good time ; or
(c) shall not remain in the channel longer than is necessary for the service it provides.

Passage under
bridges and
through weirs

107.—(1) At the opening of a bridge or weir, the rules of regulation 88 of these Regulations shall apply unless the channel is wide enough for simultaneous passage.

(2) Where passage through the opening of a bridge or weir is authorised and the opening is marked by the sign —

(a) A.10 in the Seventh Schedule to these Regulations, navigation is prohibited outside the area between the two boards constituting this sign ; or

(b) D.2 in the Seventh Schedule to these Regulations, a vessel is recommended to keep within the area between the two boards or lights constituting this sign.

Passage under
fixed bridges

108.—(1) A bay shall not be open to or for shipping when an opening of a fixed bridge is marked by one or more red lights or red-white-red boards of sign A.1 in the Seventh Schedule to these Regulations.

(2) Where an opening of a fixed bridge is marked by the sign —

(a) D.1 (a) in the Seventh Schedule to these Regulations ; or

(b) D.1 in the Seventh Schedule to these Regulations placed above the opening,
it is recommended that the opening be given preference.

(3) Where a channel is marked by the sign referred to in —

(a) subregulation (2)(a) of this regulation, it shall be open to shipping in either direction ; and

(b) subregulation (2)(b) of this regulation, it shall be closed to shipping coming from the other direction.

(4) Where an opening of a fixed bridge is marked as specified in subregulation (2) of this regulation, a vessel may use the unmarked openings at its own risk.

109.—(1) Notwithstanding the provisions of these Regulations and any other applicable law, a Boatmaster shall, on approaching and passing under a movable bridge, obey the instruction given by the bridge staff to ensure safe and orderly navigation or quick passage.

Passage under
movable
bridges

(2) A vessel shall reduce its speed on approaching a movable bridge.

(3) Where a vessel cannot or does not intend to pass under the bridge, and where a board bearing the sign B.5 in the Seventh Schedule to these Regulations is placed on the bank, the vessel shall stop short of the board.

(4) A vessel shall not overtake another vessel when approaching a movable bridge unless special instructions are given by the bridge staff.

(5) The following signals shall regulate the passage of a vessel under any movable bridge —

(a) one or more red lights means passage is prohibited ;

(b) a red light and a green light at the same height or a red light above a green light means passage is still prohibited but the bridge is being opened and the vessel shall prepare to get underway ;

(c) one or more green lights means passage is permitted ;

(d) two red lights one above the other means the opening of the bridge for shipping is suspended ;

(e) a yellow light and the lights referred to in paragraph (a) and (d) of this subregulation placed on the bridge means passage is prohibited except for a vessel of reduced height and passage is authorised in both directions ; and

(f) two yellow lights and the lights referred to in paragraph (a) and (d) of this subregulation placed on the bridge means passage is prohibited except for a vessel of reduced height and passage is prohibited in the other direction as prescribed in the Seventh Schedule to these Regulations.

110.—(1) A vessel shall not trail an anchor, cable or chain at or near a weir.

Passage
through weirs

(2) A vessel shall not pass through an opening in a weir except where the opening is marked to the left and to the right by the sign E.1 in the Seventh Schedule to these Regulations.

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(3) Where passage through an opening in a weir is prohibited, it may be indicated by one or more red lights or red-white-red boards as specified by sign A.1 in the Seventh Schedule to these Regulations.

(4) Notwithstanding the provisions of subregulation (2) of this regulation, passage through an opening of a weir with an overhead bridge may be authorised by the sign D.1 in the Seventh Schedule to these Regulations placed on the bridge above the channel.

Passage
through locks

111.—(1) A vessel approaching a lock basin shall reduce its speed and where —

(a) it cannot or does not intend to enter the lock immediately ; and

(b) a board bearing the sign B.5 in the Seventh Schedule to these Regulations is placed on the bank,

it shall stop short of that board.

(2) A vessel equipped with a radiotelephone permitting communication on the nautical information network shall, when in a lock or lock basin, listen on the channel allotted to the lock.

(3) Passage through a lock by any vessel shall be in the order of arrival in the lock basin.

(4) Notwithstanding the provisions of subregulation (3) of this regulation, a small craft shall —

(a) not be entitled to separate locking ;

(b) not enter the lock unless it is permitted to do so by the lock staff ; and

(c) when passing through at the same time as another vessel, enter the lock only after the other vessel.

(5) A vessel shall not overtake in or near locks and in lock basins.

(6) An anchor shall be in the fully raised position when in a lock or lock basins, unless the anchor is in use.

(7) A vessel shall reduce speed on entering a lock so as to avoid bumping against any —

(a) gate ;

(b) protective device ;

(c) other vessel ;

(d) assembly of floating material ; or

(e) floating establishment.

(8) A vessel shall, when in a lock —

(a) keep within the limits where limits are marked on the side walls ;

(b) be made fast and the mooring ropes shall be as to prevent bumping against any wall, gate, protective device or another vessel or assembly of floating material while the lock is being filled or emptied and until it is allowed to leave ;

- (c) use fenders, which shall be floating fenders, if movable ;
- (d) not discharge or run off water onto the copings, another vessel or assembly of floating material ;
- (e) not use any mechanical means of propulsion from the time the vessel is made fast until it is allowed to leave ; and
- (f) keep away from another vessel in the case of a small craft.

(9) A vessel shall keep a minimum lateral distance of 10 metres from any vessel or convoy carrying the blue light or the blue cone referred to in regulation 45(1) of these Regulations.

(10) The provisions of subregulation (9) of this regulation shall not apply to a vessel or convoy —

(a) which show the marking referred to in subregulation (9) of this regulation ; or

(b) referred to in regulation 45 (10) of these Regulations.

(11) A vessel and convoy which show the marking referred to in regulation 45(3) to (6) of these Regulations shall be locked separately.

(12) A vessel and convoy which show the marking referred to in regulation 45(1) of these Regulations shall not be locked with a passenger vessel.

(13) Notwithstanding the provisions of this regulation, a member of the lock staff may give other instructions to ensure safe and orderly navigation and any vessel in a lock or lock basin, shall comply.

112.—(1) A visual signal shall be placed on one or both sides of a lock during the day or at night to regulate entrance and the signals shall be —

Entering and
leaving lock

(a) two red lights one above the other which means no entry and the lock is out of service ;

(b) a single red light or two red lights side by side which means no entry and lock is closed ;

(c) extinction of one of the two red lights side by side or one red light and one green light side by side or a red light above a green light, which means no entry and the lock is being prepared for opening ; and

(d) a single green light or two green lights side by side, which means entry is permitted.

(2) A visual signal shall regulate exit from a lock during the day and at night and the signal shall be one or two —

(a) red lights, which means no exit ; and

(b) green lights, which means exit is permitted.

(3) The red lights referred to in subregulations (1) and (2) of this regulation may be replaced by a board bearing the sign A.1 in the Seventh Schedule to these Regulations.

(4) The green lights referred to in subregulations (1) and (2) of this regulation may be replaced by a board bearing the sign E.1 in the Seventh Schedule to these Regulations.

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Priority of
passage
through lock

(5) A vessel shall not enter or leave a lock in the absence of the lights or boards referred to in this regulation except by order of the lock staff.

113.—(1) Notwithstanding the provisions of regulation 112(5) of these Regulations, priority of passage through a lock shall be given to a vessel —

(a) belonging to the competent authority, fire service, police or customs service under way on urgent duty ; and

(b) to which the competent authority has expressly granted priority and is carrying the red pennant prescribed in regulation 48 of these Regulations.

(2) Where a vessel referred to in subregulation (1) of this regulation approaches a lock basin or is made fast in them, every other vessel shall facilitate as much as possible passage by any of the vessels referred to in subregulation (1) of this regulation.

General rules
for
navigation in
reduced
visibility

114.—(1) A vessel under way in reduced visibility shall —

(a) adjust its speed as may be required in this regulation and the presence or movements of any other vessel and local circumstances ;

(b) be equipped with a radiotelephone for vessel-to-vessel and vessel-to-shore communication in good working order and in accordance with the requirements of the competent authority ; and

(c) post a look-out at the bow and in the case of a convoy, a look-out is required on the leading vessel only.

(2) The lookout referred to in subregulation 1(c) of this regulation shall be within sight or hearing of, or in communication through a voice link with the Boatmaster of the vessel or convoy.

(3) A vessel shall give the sound signals prescribed in regulations 117 and 119 of these Regulations and carry the lights prescribed for the night marking of vessels under way.

(4) A vessel shall stop by reason of reduced visibility, where the presence and movements of other vessels and local circumstances, indicates that it can no longer proceed without danger.

(5) Where in a towed convoy and visual communication is no longer possible between the towed vessels and the motorised vessel leading the convoy due to reduced visibility, the convoy shall stop at the nearest suitable place.

(6) A vessel under way, in reduced visibility, may use radar observations to decide whether to stop, proceed and determine its speed and shall take into account the reduced visibility of other vessels.

(7) A vessel shall, as far as possible, keep clear of the channel when stopping.

(8) A vessel equipped with a radiotelephone for vessel-to-vessel network shall, when under way in reduced visibility, listen on the channel indicated by the competent authority and give other vessels the information needed for safe navigation.

(9) A vessel proceeding on its course shall when meeting another vessel keep to the right as may be necessary to allow passing port to port.

(10) The provisions of regulations 83(3), (4) and (8), 85 and 86 of these Regulations shall not apply in reduced visibility.

115.—(1) In reduced visibility, a vessel and floating equipment that is stationary in or near the channel outside a harbor or place specially designated by the competent authority for berthing shall, immediately it hears from an approaching vessel one of the signals prescribed in regulations 117 (1) (a) and (3) (a) or 119(2) of these Regulations, give —

Sound signals
when
stationary,
class one

(a) one peal of a bell, where it is to the left of the channel for an observer facing downstream ;

(b) two peals of a bell, where it is to the right of the channel for an observer facing downstream ; or

(c) three peals of a bell, where their position is uncertain.

(2) The signals referred to in subregulation (1) of this regulation shall be repeated at intervals of not more than one minute.

(3) The provisions of subregulations (1) and (2) of this regulation shall —

(a) not apply to a vessel in a pushed convoy other than the pusher;

(b) in the case of a side-by-side formation, apply only to one vessel in the formation ; or

(c) in the case of a towed convoy, apply only to the towing vessel and the last vessel in the convoy.

(4) The vessels referred to in subregulation (1) of this regulation, when stationary on certain waterways indicated by the competent authority, may, instead of the signal prescribed in the subregulation, sound one long blast between two short blasts.

(5) This regulation shall apply to a grounded vessel in or near the channel, which may present a danger to another vessel.

116.—(1) A vessel berthed in or near the channel outside a harbour or place specially designated by the competent authority for berthing shall, immediately and as may be practicable, when it hears from an approaching vessel one of the signals prescribed in regulation 118 and 119 of these Regulations, give one peal of a bell.

Sound signals
when
stationary,
class two

(2) A vessel that is not parallel to the side of the channel or positioned in such a way that it may be a danger to another vessel, shall give one peal of a bell, even without hearing any of the signals referred to in this regulation.

117.—(1) A vessel is considered to be navigating by radar when, in conditions of reduced visibility, it navigates using a —

Provisions
for vessel
navigating by
radar

(a) radar set and a device indicating the changes in the vessel's direction, in good working order and meets the requirements of the competent authority ;

- (b) radio telephone in good working order and meets the requirements of the competent authority, providing vessel-to-vessel and vessel-to-shore communication, as specified in regulation 114 (1) (b) of these Regulations ; or
- (c) device for emitting the three-tone signal.

(2) Where a vessel is navigating by radar, there shall be on board the vessel at least one person skilled in navigation by radar and a second person knowledgeable in navigation by radar stationed in the wheel house and where the wheel house is equipped with a centralised control post, it is sufficient that the second person may, where necessary, be summoned to the wheel house immediately.

(3) Any vessel navigating by radar shall be exempt from posting a look-out as prescribed in regulation 114 (1) (c) of these Regulations where the Boatmaster is able to hear the sound signals.

(4) A vessel proceeding downstream and navigating by radar shall reply by radio telephone to any vessel proceeding upstream and communicate its category, name, position and direction and either confirm the side on which it proposes to pass or indicate another side except a small craft, which shall give its category, name, position, direction and the side on which it is giving way.

(5) A vessel navigating by radar may overtake another vessel navigating by radar only after the side on which the vessels are to overtake has been agreed by radio telephone and provided that the width of the channel is sufficient.

(6) In the case of a convoy, the provisions of subregulation (2) of this regulation, regulation 118 (1) (3) (4) (5) and (6) of these Regulations shall apply only to the vessel having on board the Boatmaster of the convoy.

(7) A vessel navigating by radar shall take steps in good time to avoid a collision, where it observes on the radar screen a vessel whose position or movements may cause a dangerous situation and which does not reply by radio telephone.

Sound signals
for vessels
navigating
by radar,
class one

118.—(1) Where a vessel proceeding downstream and navigating by radar observes on the radar screen a vessel, whose position or movement may cause danger or approaches a section where there may be vessels not yet visible on the screen, it shall immediately —

- (a) give the three-tone signal and repeat it as often as necessary except where the vessel is a small craft ; and
- (b) reduce speed and where necessary, stop.

(2) A vessel navigating by radar, shall, immediately it observes on the radar screen a vessel whose position or movement may cause a dangerous situation or when it approaches a section where there may be a vessel not yet visible on the screen, —

- (a) sound one long blast and repeat the signal as often as necessary ;
- (b) give oncoming vessel, by radio telephone, the information necessary for safe navigation ; and

(c) reduce its speed and where necessary, stop.

(3) Where a vessel proceeding upstream and navigating by radar hears the signals referred to in subregulation (1)(a) of this regulation, observes on the screen any vessel whose position or movement may cause danger or approaches a section where there may be vessels not yet visible on the screen, it shall immediately —

(a) give one long blast or in the case of a convoy two long blasts, and communicate by radio telephone to any vessel proceeding downstream its category, name, position, direction and the side on which it is proposed to pass ; and

(b) reduce speed and where necessary, stop.

(4) A vessel equipped with a radio telephone and receiving the information referred to in subregulations (1) and (3) of this regulation shall reply by radio telephone with the necessary information.

(5) A small craft giving the information prescribed in subregulations (2) of this regulation shall, in addition, state its category and the side on which it is giving way.

(6) A ferry-boat shall when complying with the requirements of subregulations (2) of this regulation, sound one long blast followed by four short blasts and in addition, state its category and the course they are taking in crossing the waterway.

119.—(1) A vessel that is not navigating by radar in reduced visibility shall post a look-out and have a radio telephone as prescribed in regulation 114 of these Regulations.

Provisions
for vessels
not
navigating
by radar

(2) A vessel proceeding alone in reduced visibility, shall sound one long blast and a vessel carrying the Boatmaster of a convoy shall sound two long blasts and these signals shall be repeated at intervals of not more than one minute.

(3) A small craft not navigating by radar may give the signal prescribed in subregulation (2) of this regulation and this signal may be repeated.

(4) A vessel not navigating by radar in reduced visibility shall, immediately it hears the three-tone signal referred to in regulation 118 (1)(a) of these Regulations —

(a) where it is near a bank, keep close to the bank and where necessary, stop there until the other vessels have passed ; or

(b) where it is in the channel and especially, where it is crossing from one bank to another, clear the channel as fully and as quickly as possible.

(5) Ferry-boats not navigating by radar shall, instead of the signal prescribed in subregulation (2) of this regulation, give as a fog-signal one long blast followed by four short blasts and this signal shall be repeated at intervals of not more than one minute.

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	(6) A vessel not navigating by radar shall, immediately it hears from another vessel ahead of its beam the fog-signal referred to in subregulation (2) of this regulation, reduce speed to the minimum at which it can hold their course and navigate with extreme caution or where necessary, stop or turn.
Special priorities	120.—(1) A vessel shall give way, when meeting or crossing the course of any vessel showing the markings referred to in regulations 65 and 66 of these Regulations. (2) Where a vessel showing the marking referred to in regulation 65 of these Regulations meets or crosses the course of a vessel which shows the marking referred to in regulation 66 of these Regulations, the latter vessel shall give way to the former. (3) A vessel shall not approach within 1000metres of the rear of a vessel showing the marking referred to in regulation 68 of these Regulations.
Water skiing and similar activities	121.—(1) Water skiing and other similar activity are permitted only by day and in good visibility. (2) The Boatmaster of a towing vessel shall be accompanied by a competent person responsible for the tow and for supervision of the skier. (3) Except when navigating in a channel reserved for their exclusive use, a towing vessel and water skier shall keep a sufficient distance from a vessel, bather and the bank. (4) The tow rope shall not be trailed unheld.
Conduct in respect of fishing vessels	122.—(1) A person shall not trawl with several vessels abreast. (2) A vessel shall not pass at a short distance behind another vessel engaged in fishing and showing the marking prescribed in regulation 66 of these Regulations.
Conduct in respect of underwater divers for sport	123.—(1) A person shall not engage in underwater diving for sport in areas where navigation may be hindered, particularly — (a) on the normal course of a vessel showing the marking referred to in regulation 47 of these Regulations ; (b) at an entrance to a harbour ; (c) near a berthing area ; and (d) in an area reserved for water skiing or similar activities. (2) A vessel shall keep sufficient distance from another vessel, which shows the marking referred to in regulation 67 of these Regulations.
	PART VII —BERTHING RULES
General principles of berthing	124.—(1) Notwithstanding the provisions of these Regulations, a vessel and an assembly of floating material shall choose their berths near the bank as their draught and their local condition may permit, so as not to obstruct shipping.

(2) A floating establishment shall be placed in such a way as to leave the channel clear for shipping except under special conditions laid down by the competent authority.

(3) A vessel, assembly of vessels and of floating material and floating establishment shall, when stationary, be anchored or made fast in such a way as not to change position to constitute danger or obstruction to other vessels taking into consideration the wind, changes in the water level, suction and wash.

125.—(1) A vessel, an assembly of floating material or a floating establishment shall not berth — Berthing

- (a) in any section of a waterway, where berthing is generally prohibited ;
- (b) in any sector designated by the competent authority ;
- (c) in any sector marked as sign A.5 in the Seventh Schedule to these Regulations and the prohibition shall apply on the side of the waterway on which the sign is placed ;
- (d) under any bridge and high-voltage electric lines ;
- (e) in or near a narrow channel within the meaning of regulation 88 of these Regulations or near a sector which may likely become narrow channel where a vessel berthed there ;
- (f) at the entrances to or exits from, any tributary waterway ;
- (g) on the course of a ferry-boat ;
- (h) on the course taken by a vessel to come alongside or leave a landing stage ;
- (i) in any turning area marked with sign E.8 in the Seventh Schedule to these Regulations ;
- (j) laterally to a vessel carrying the sign prescribed in regulation 63 of these Regulations within the distance in metres indicated in the white triangle on the sign ; or
- (k) on any stretch of water marked with sign A.5.1 in the Seventh Schedule to these Regulations, whose breadth measured from the sign, is shown in metres on the sign.

(2) In this regulation, where berthing is prohibited under the provisions of subregulation (1)(a) to (d) of this regulation, a vessel, an assembly of floating material and a floating establishment shall berth in a berthing area marked by one of the signs E.5 to E.7 in the Seventh Schedule to these Regulations and under the conditions laid down in regulations 126 to 129 of these Regulations.

126.—(1) A vessel, an assembly of floating material or a floating establishment shall not anchor in any — Anchoring

- (a) section of a waterway, where anchoring is generally prohibited ; and
- (b) sector marked by the sign A.6 in the Seventh Schedule to these Regulations and the prohibition shall apply on the side of the waterway on which the sign is placed.

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(2) In any section, where anchoring is prohibited under the provisions of subregulation (1) (a) of this regulation, a vessel, an assembly of floating material and a floating establishment shall anchor in a sector marked by the sign E.6 in the Seventh Schedule to these Regulations and only on the side of the waterway on which the sign is placed.

Making fast

127.—(1) A vessel, an assembly of floating material or a floating establishment shall not make fast to the bank in any —

- (a) section of the waterway where making fast is generally prohibited ; or
- (b) sector marked by a sign A.7 in the Seventh Schedule to these Regulations, the prohibition shall apply on the side of the waterway on which the sign is placed.

(2) In a section where making fast to the bank is prohibited under the provisions of subregulation (1)(a) of this regulation, a vessel, an assembly of floating material and a floating establishment shall make fast in sectors marked by the sign E.7 in the Seventh Schedule to these Regulations and on the side of the waterway on which the sign is placed.

(3) A vessel, an assembly of floating materials or floating establishment shall not use any tree, railing, post, marker stone, pillar, metal step or handrails for making fast or warping.

Berthing
areas

128.—(1) In berthing areas marked with the sign —

(a) E.5 in the Seventh Schedule to these Regulations, a vessel and assembly of floating material shall berth on the side of the waterway on which the sign is placed ;

(b) E.5.1 in the Seventh Schedule to these Regulations, a vessel and assembly of floating material shall berth on the stretch of water whose breadth, measured from the sign, is shown in metres on the sign ;

(c) E.5.2 in the Seventh Schedule to these Regulations, a vessel and assembly of floating material shall berth on the stretch of water bounded by the two distances shown in metres on the sign and these distances shall be measured from the sign ; or

(d) E.5.3 in the Seventh Schedule to these Regulations, a vessel and assembly of floating material shall not berth abreast in a number greater than IV on the sign on the side of the waterway on which the sign is placed.

(2) Where there are no specific instructions given, a vessel shall berth in any area abreast from the bank outwards, on the side of the waterway on which the sign is placed.

Berthing
authorised
for certain
types of
vessel

129. Where a berth is displayed in the signs E.5.4 to E.5.15 specified in the Seventh Schedule to these Regulations, berthing shall be authorised for the type of vessel for which the sign is valid and on the side of the waterway on which the sign is placed.

130.—(1) The minimum distance to be left between two vessels, pushed convoys or side-by-side formations when berthed shall be —

(a) 10metres, where one of the vessel shows the marking referred to in regulation 45 (1) and (2) of these Regulations ;

(b) 50metres, where one of the vessel shows the marking referred to in regulation 45 (3) and (4) of these Regulations ; and

(c) 100metres, where one of the vessel shows the marking referred to in regulation 45 (5) and (6) of these Regulations.

(2) Where two vessels, pushed convoys or side-by-side formations each carry one or more lights or cones, the higher number of lights or cones indicates the distance to be left clear.

(3) The provisions of subregulation (1)(a) of this regulation shall not apply to a —

(a) vessel, pushed convoy and side-by-side formations which carry the marking referred to in subregulation (2) of this regulation;

(b) vessel not carrying the marking in subregulation (2) of this regulation, but issued with a certificate of approval in accordance with marginal 10 282 of Annex B.1 or marginal 210 282 of Annex B.2 of the European Agreement Concerning the International Carriage of Dangerous Goods on Inland Waterways (ADN) and the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) and conforming to the safety requirements applicable to vessels referred to in regulation 45 (1) of these Regulations.

(4) The competent authority may make exceptions with regard to berthing in particular cases.

131.—(1) A regular watch shall be kept on board a vessel lying in the channel and any vessel berthed and loaded with any substance or having carried any substance referred to in the IMDG, is not free from dangerous gases.

(2) The competent authority may exempt a vessel berthed in a harbor basin from the provisions of subregulation (1) of this regulation.

(3) A berthed vessel, assembly of floating material and floating installations shall be kept under surveillance by a person capable of acting quickly where the need arises, unless such surveillance is rendered unnecessary by local conditions or is waived by the competent authority.

(4) An efficient watch shall be kept continuously on board berthed vessel compelled to carry one, two or three blue lights under regulation 45 of these Regulations or one, two or three blue cones under these Regulations.

132.—(1) A vessel shall anchor at a classified anchoring position.

(2) A vessel at anchor shall be properly manned, equipped and maintained in accordance with the provisions of these Regulations and the practice of good seamanship.

Berthing in the vicinity of vessels, pushed convoys and side-by-side formations carrying out certain transport operations involving dangerous substances

Watch and surveillance

Conduct of vessels at anchor

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(3) The Boatmaster or person in charge of an anchored vessel, shall ensure that —

- (a) the vessel is ready with its motive power at all times as the situation may demand ;
- (b) proper anchor watch is maintained ;
- (c) procedures for detecting a dragging anchor are followed ;
- (d) the relevant collision regulations are complied with at all times ; and
- (e) where the weather, tide or current conditions are likely to cause the vessel's anchor to drag, action is immediately taken to ensure the safety of the vessel, structures and any other vessel.

PART VIII — MISCELLANEOUS PROVISIONS

Reporting
requirements

133.—(1) A Boatmaster of any vessel or convoy carrying dangerous goods in accordance with the provisions of the IMDG shall, prior to entering any sector, traffic control post, traffic centre and lock indicated by the competent authority, report their presence on the indicated radiotelephone channel and communicate the following data —

- (a) category of vessel ;
- (b) name of vessel ;
- (c) position and direction of navigation, where applicable ;
- (d) official number of vessel and for seagoing vessels, the IMO number ;
- (e) deadweight tonnage (maximum load) ;
- (f) length and breadth of vessel ;
- (g) type, length and breadth of convoy ;
- (h) draught (only on special request) ;
- (i) route ;
- (j) loading port ;
- (k) unloading port ;
- (l) nature and quantity of cargo, for dangerous goods, name of substance and where appropriate, class and United Nations number, in compliance with the IMDG ;
- (m) signalisation required for the carriage of dangerous goods ; and
- (n) number of persons on board.

(2) Any data given in accordance with subregulation (1) of this regulation, except those in paragraphs(c) and (h), may be communicated by other services or persons to the competent authority, either in writing or by telephone and in all cases, the Boatmaster shall report, when the vessel or convoy enters the sector subject to the reporting requirement and when it leaves the sector.

(3) Where a vessel's journey is interrupted in the sector subject to the reporting requirement for more than two hours, the Boatmaster shall report the beginning and end of the interruption.

(4) Where any of the data covered by subregulation (1) of this regulation changes during the journey through the sector subject to the reporting requirement, the competent authority shall be notified immediately.

PART IX — PREVENTION AND CONTROL OF POLLUTION ALONG
THE DECLARED RIGHT-OF-WAY

134.—(1) Terms concerning waste are —

Definition of
terms in this
part

“*bilge water*” means oily water from the engine-room bilges, peak, cofferdams or side compartments ;

“*cargo-related waste*” means waste and waste water occurring on board the vessel and deriving from the cargo, with the exception of cargo remnants and handling residues ;

“*lantern*” means a device for distributing the flux from a light source and includes the components needed to filter, refract or reflect the light and hold or operate the light source ;

“*light sources*” means electrical or non-electrical devices designed to produce light flux in signal lanterns ;

“*oily and greasy waste occurring during the operation of the vessel*” means waste oil, bilge water and other oily and greasy waste such as waste grease, used filters, used rags, containers and packagings for such water ;

“*other waste occurring during the operation of the vessel*” means domestic waste water, household refuse, sludge, slops and other special waste as defined in “hazardous waste and toxic waste” ;

“*reception facility*” means a vessel within the meaning of article 1.01 (a) of International Convention for the Prevention of Pollution by Ships International Convention for the Prevention of Pollution by Ships (MARPOL) 73/78 or a facility on land approved by the competent authority for the collection of waste occurring on board ;

“*signal lanterns*” means lanterns intended to give signals on board a vessel ;

“*signal lights*” means light signals emitted by signal lanterns ;

“*waste grease*” means used grease collected from run-off from greasers, bearings and greasing facilities and other non-reusable grease ;

“*waste occurring on board*” means substances or articles defined in this regulation, of which the person in charge disposes, intends or is required to dispose ;

“*waste oil*” means used oil or other non-reusable grease from engines, gears and hydraulic equipment ; and

“*waste resulting from the operation of the vessel*” means waste and waste water generated on board as a result of the operation and maintenance of the vessel, it includes oily and greasy waste and other waste occurring during the operation of the vessel.

(2) Cargo terms are —

“*cargo remnants*” means liquid cargo remaining in the cargo tanks or in the pipes after unloading or dry cargo remaining in the holds after unloading before manual or mechanical sweepers or suction facilities are used, in accordance with the IMDG applicable to inland waterways ;

“*cargo residues*” means liquid cargo which cannot be discharged from tanks or pipes using the stripping system and dry cargo which cannot be

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removed from the hold by the use of manual or mechanical sweepers or suction facilities ;

“discharge of remnants” means removal of cargo remnants from the holds and from the tanks and pipes using suitable means (such as manual or motorised sweepers, suction facility, stripping system) enabling the standard of “swept” or “vacumed” clean for the hold or “stripped” clean for the cargo tank to be achieved along with the removal of handling residues, packaging and means of stowage ;

“exclusive transport operations” means successive transport operations during which the same cargo or another cargo the carriage of which does not require the prior cleaning of holds or tanks is carried in the vessel’s hold or cargo tank ;

“handling residues” means cargo which falls on the vessel outside the hold during handling ;

“stripped tank” means tank from which cargo remnants have been removed using a stripping system in accordance with ADN and containing only cargo residues ;

“swept hold” means hold from which the cargo has been removed using means of cleaning such as manual or mechanical sweepers, but without the use of suction or washing apparatus and containing only cargo residues ;

“swilling-out” means removal of cargo residues from swept or vacuumed holds using steam or water ;

“swilled-out hold or tank” means a hold or tank which following swilling-out is suitable for any category of cargo ;

“swilling-out water” means water from the swilling-out of swept or vacuumed holds or stripped tanks; it also includes ballast water or rainwater from these holds or tanks ; and

“vacuum-cleaned hold” means a hold from which cargo remnants have been removed using a suction technique and containing considerably fewer cargo residues than a swept hold.

(3) Chemical product are —

“crude oil” means any liquid of hydro carbon mixture ;

“hazardous waste” means waste that poses substantial or potential threat to public health or the environment ;

“oil” means petroleum in any form including crude oil, fuel, sludge, oil, refuse and refined products ;

“oil fuel” means any oil ;

“oil spillage” means an accidental release of oil into body of water, as from a tanker on-shore drilling site or under water pipeline, often presenting a hazard to marine life and the environment ;

“oily mixture” means a mixture with any oil content ;

“pipeline” means a long pipe typically underground for conveying oil, gas or any other related product over long distances ; and

“*toxic waste*” means waste material, often chemical in form that may cause death or injury to living creatures.

(4) Other types of waste are —

“*domestic waste water*” means waste water from galleys, messes, bathrooms and laundries and human wastewater ;

“*household refuse*” means on board organic and inorganic household waste and food remains, which do not contain components of the other types of waste defined in this regulation occurring during the operation of the vessel ;

“*other special waste*” means waste occurring during the operation of the vessel other than oily and greasy waste and other than the waste covered by domestic waste water, household refuse, sludge and slops ;

“*slops*” means mixtures of cargo residues with swilling-out water, rust or mud, whether or not suitable for pumping ; and

“*sludge*” means residues occurring on board the vessel during the operation of an on board sewage plant.

135.—(1) The Authority shall have the power to prevent and control pollution within the declared right-of- waterways in Nigeria.

Prevention
and control
of pollution
by the
Authority

(2) The Authority shall establish a Rapid Response Unit for the purpose of pollution prevention and control.

(3) The Rapid Response Unit shall have the capacity to carry out all preliminary response measures.

136.—(1) A pipeline operator shall make available to the Authority, the final pipeline route map, markings and other indications along the declared Right-of-Way.

Prevention
and control
obligations

(2) The scheduled plan of maintenance of the pipeline and installation along the declared right-of-way shall be submitted to the Authority for monitoring purposes.

(3) The owner or operator of such installation shall make prompt report of all observed defects on installation to the Authority.

(4) The owner or operator of an installation shall be responsible for the control and cleaning the affected environment regarding leakage, spillage or any other form of environmental pollution.

137.—(1) A crew member or a person on board a vessel shall not throw, discharge or allow to run into the waterway —

Prohibition
on
discharging
and dumping

(a) oily or greasy waste occurring during the operation of the vessel or household refuse, sludge, slops and other special waste ; or

(b) any part of the cargo or cargo related waste, including packaging and means of stowage.

(2) A vessel shall not discharge domestic waste water or allow it to flow into the waterway except in accordance with any applicable law.

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(3) Swilling out water from the holds shall not be discharged or allowed to flow into the waterway except in accordance with any applicable law.

(4) The provisions of subregulation (1) of this regulation shall not apply to any discharge into the waterway of water separated by an approved oil separator vessel, where the maximum content of residual oil after separation is consistently and without prior dilution in accordance with national requirements.

(5) A Boatmaster shall, in accordance with any applicable law, notify the nearest competent authority, without delay, where there is an accidental discharge of the waste referred to in subregulations (1), (2) and (3) of this regulation or the threat of such discharge and shall indicate as precisely as possible the nature, quantity and position of the discharge.

On board
collection
and
processing of
waste

138.—(1) A Boatmaster shall ensure the separate collection on board of oily and greasy waste occurring during the operation of the vessel and referred to in regulation 135 of these Regulations in receptacles provided for the purpose and the collection of bilge-water in the engine-room bilges.

(2) The receptacles referred to in subregulation (1) of this regulation shall be stored on board in such a way that a leakage of the contents may be noticed in time and easily controlled.

(3) A vessel shall not —

- (a) use mobile tanks stored on the deck for the collection of waste oil ;
- (b) burn waste on board ; or
- (c) introduce oil or grease-dissolving or emulsifying cleaning agents into the engine-room bilges, except for products which do not make the treatment of bilge water by the reception facilities more difficult.

(4) A Boat master shall ensure the separate collection on board and delivery to a reception facility of waste referred to in regulation 135(1) of these Regulations, such as household refuse, sludge, slops and other special waste.

(5) Where possible, household refuse shall be deposited separately according to the following categories —

- (a) paper ;
- (b) glass ;
- (c) other recyclable materials ; and
- (d) other refuses.

Pollution
prevention
register
(used-oil log),
requirements
for delivery
to reception
facilities

139.—(1) A vessel equipped with an engine room in accordance with resolution No. 17, of MARPOL 73/78, annex I, excluding a small craft, shall carry on board a valid pollution prevention register (used-oil log), conforming to the model in the Ninth Schedule to these Regulations.

(2) The pollution prevention register of used-oil log, shall be issued and identified by the competent authority.

(3) The oily and greasy waste occurring during the operation of the vessel and referred to in regulation 135(1) of these Regulations shall be delivered, against

a receipt, to the reception facilities at regular intervals, depending on the condition and operation of the vessel.

(4) The receipt referred to in subregulation (3) of this regulation shall consist of an entry in the pollution prevention register of used-oil log by the reception facility.

(5) The competent authority may prescribe the inclusion of other data in the pollution prevention register of used-oil log and the data may be —

- (a) data concerning disposal or certificate of disposal ;
- (b) deposit of swilling-out water from the bilges ;
- (c) deposit of domestic wastewater ; or
- (d) deposit of slops, sludge and other special waste.

(6) A vessel carrying on board other documents concerning the deposit of waste occurring during the operation of the vessel in accordance with regulations applicable outside the waterways shall be able to prove by means of those documents that the deposit of waste has taken place outside the waterways and this proof may also be furnished by the oil record book as provided for by the MARPOL 73.

140. A Boatmaster, crew member or any other person on board a vessel shall exercise requisite care to —

- (a) avoid polluting the waterways ;
- (b) reduce to the minimum, the amount of waste occurring on board ; and
- (c) avoid as much as possible any mixing of the various categories of waste.

Requisite care
in painting
and external
cleaning of
vessels

141. The outside of a vessel shall not be oiled or cleaned with materials which cannot be discharged into the waterway.

Painting and
external
cleaning of
vessels

142. The provisions of the Twelfth Schedule to these Regulations shall supplement the substantive provisions of these Regulations in respect of the subject matter dealt with in the Schedule.

Specific
requirement
in a National
Regulation

143. In these Regulations —

Interpretation

“*assembly of floating material*” means a raft or any construction, assembly or object capable of navigation, other than a vessel or floating establishment ;

“*convoy*” means a towed convoy, a pushed convoy or aside-by-side formation ;

“*day*” means the period between sunrise and sunset ;

“*engineer assistant*” means the engineer officer responsible for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of the vessel ;

“*EDH*” means Efficient Deckhand Certificate ;

“*ferry-boat*” means any vessel providing a transport service across a waterway, that is classed as a ferry-boat by the competent authority ;

“floating establishment” means any floating installation that is normally a fixture, such as berths, docks, wharves or boat-sheds ;

“floating equipment” means floating structures carrying machinery used for work on waterways or in harbours such as dredgers, elevators, derricks, cranes ;

“helmsman” means the person in charge of the vessel ;

“MEA” means Marine Engineering Assistance Certificate ;

“motor vessel” means any craft using its own mechanical means of propulsion, except craft whose engines are used only to cover short distances (in harbours or at loading and unloading points) or to make them easier to handle while being towed or pushed ;

“night” means the period between sunset and sunrise ;

“officer” means a member of the crew, other than the river master, designated as an officer by the Act or Regulations ;

“oil tanker” means a vessel constructed and used for the carriage of petroleum and petroleum product in bulk ;

“ordinary light” means lights not necessarily powered with battery or from electric source ;

“PDSC” means Power Driven Small Craft ;

“pollution” means prevention and control relating to waterways pollutants under the following categories —

- (i) solid, either degradable or non-degradable,
- (ii) chemical, toxic or non-toxic, or
- (iii) petroleum product ;

“propulsion power” means the total maximum continuous rated power in kilowatts of all the vessel’s main propulsion machinery, which appears on the vessel’s certificate of registry or other official documents ;

“pushed barge” means any vessel designed or specially equipped to be pushed ;

“pushed convoy” means a rigid group of vessels, one at least of which is placed in front of the motor vessel propelling the convoy and is known as a pusher ;

“rating” means a member of the vessel’s crew other than the river master or an officer ;

“sailing vessel” means any vessel proceeding under sail only, a vessel proceeding under sail and making use at the same time of its own mechanical means of propulsion shall be considered as a motor vessel ;

“scintillating light” means a rhythmic light flashing 50-60 times per minute ;

“series of very short blasts” means a series of at least six blasts lasting approximately $\frac{1}{4}$ second each, separated by intervals of approximately $\frac{1}{4}$ second ;

“service in charge” means the operator of the log ;

“ship borne barge” means a pushed barge designed to be carried on board seagoing vessels and to navigate on inland waterways ;

“*shortblast*” means a blast lasting approximately one second ;

“*STCW*” means Standard Training Certificate of Watchkeep”

“*long blast*” means a blast lasting approximately four seconds, the interval between two consecutive blasts being about one second ;

“*side-by-side formation*” means a group consisting of vessels coupled side by side, none of which is placed in front of the motor vessel propelling the formation ;

“*small craft*” means any vessel with a hull less than 20metres long, except vessels built or equipped to tow, push or propel in side-by-side formation vessels other than small craft, craft authorised to carry more than 12 passengers and ferry-boats ;

“*small sized craft*” means any vessel with a hull less than 7metres long, including rowing boats of any length ;

“*state of fatigue*” means a state occurring as the result of insufficient rest or of sickness and expressed in deviations from the norm in behavior and reaction speed ;

“*state of intoxication*” means a state occurring as a result of the use of alcohol, narcotics, medicines or other similar substances and determined from the results of laboratory examination or from clinical symptoms in accordance with any legislation and practice ;

“*stationary*” means when it is, directly or indirectly, anchored or made fast to the shore ;

“*STCW code*” means the Seafarers Training, Certification and Watchkeeping (STWC) Code as adopted by the 1995 Conference Resolution 2 with amendment made to it ;

“*STWC Convention*” means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 ;

“*strong light*”, “*green light*” and “*ordinary light*” means lights of intensities conforming to the provisions of the Fifth Schedule to these Regulations ;

“*three-tone signal*” means a signal repeated three times, of three blasts of different pitch with no interval between them lasting about two seconds in all, the frequency of the blasts shall be within the range 165 to 297 Hertz and the difference between the highest and the lowest blasts shall be at least two full notes, also each series of three blasts shall begin with the lowest and end with the highest note ;

“*towed convoy*” means any group consisting of one or more vessels, floating establishments or assemblies of floating material towed by one or more motorised vessels, the latter forming part of the convoy known as tugs ;

“*under way*” or “*proceeding*” means when a vessel, an assembly of floating material or a floating establishment is neither directly nor indirectly at anchor, made fast to the shore or grounded ;

“*vessel*” means any inland waterway craft, including small craft and ferry-boats, as well as floating equipment and seagoing crafts;

“*vessel engaged in fishing*” means any vessel fishing with nets, lines, trawls or other fishing apparatus that cannot be manoeuvred, but does not apply to

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a vessel fishing with trolling lines or other fishing apparatus that does not restrict being manoeuvred ;

“*water bike*” means any small craft using its own mechanical means of propulsion, which is able to carry one or more persons and built or designed to be used for skiing over the water or performing figures, such as waterbobs, waterscooters, jetbikes, jetski and other similar craft; and

“*white light*”, “*red light*”, “*green light*”, “*yellow light*” and “*bluelight*” means lights of colours conforming to the provisions of the Fourth Schedule to these Regulations.

Citation

144. These Regulations may be cited as the Inland Waterways Transportation Regulations, 2023.

SCHEDULES

FIRST SCHEDULE

CONTENT OF METAL PLATE AFFIXED TO A PUSHED BARGE

Official No. :.....

Certificate of registry No. :

Competent authority,,.....

Expiry date:

SECOND SCHEDULE

DRAUGHT SCALES ON INLAND WATERWAY VESSELS

1. Draught scales shall be graduated in units not larger than 1 decimeter, from the light water-line to the maximum draught level, in the form of clearly visible bands painted alternately in two different colours.
2. The graduation shall be indicated by figures painted beside the scale not more than 5 decimetres apart and at the top of the scale and the position of the intervals shall be fixed and punched, incised or welded marks.
3. Where the vessel bears tonnage scales meeting the requirements of paragraph 1 of this Schedule, such tonnage scales may serve instead of draught scales.

THIRD SCHEDULE

VISUAL SIGNALS (MARKING) ON VESSELS

General

1.—(1) The sketches which follow relate to the signals (marking) provided for in part III of these Regulations.

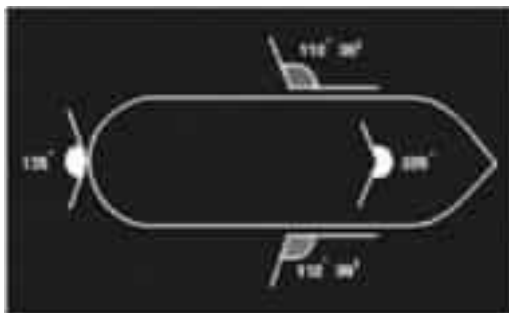
(2) The sketches are for guidance only, reference shall be made to the text of the Regulations for authority.

(3) In the case of additional markings which may be prescribed, the sketches illustrate —

- (a) either the additional marking alone ; or
- (b) where necessary for clarity, both the basic marking, one of the possible basic markings and the additional marking.

(4) Only the additional marking is described below the sketch.

(5) Pushed convoys of maximum dimensions not exceeding 110metres by 12metres are regarded as single motorised vessels.



(6) Unless otherwise specified, the meaning of the following terms is given as follows —

(a) “*light visible from all directions*” is a light projecting an uninterrupted beam throughout a horizontal arc of 360° ;

(b) “*masthead light*” is a strong white light projecting an uninterrupted beam throughout a horizontal arc of 225° and placed so as to project that beam from the bow to 22°30’ abaft the beam on each side ;

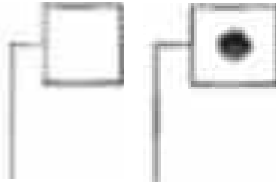
(c) “*sidelights*” is a bright green light to star board and a bright red light to port, each of these lights projecting an uninterrupted beam throughout horizontal arc of 112° 30’ and placed so as to project that beam from the bow to 22°30’ abaft the beam on its side ; and

(d) “*stern light*” is an ordinary or bright white light projecting an uninterrupted beam throughout a horizontal arc of 135° and placed so as to project this beam throughout an arc of 67°30’ along each side from the stern.

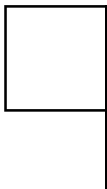
B 4400



Fixed light visible from all directions (a light projecting an uninterrupted beam _____ horizontal arc of 360^0) over a limited.



Fixed light visible over a limited horizontal arc.
A light which is invisible to the observer is marked by a dot in the centre
Scintillating Light
Optional light



Board or Flag



Pennant



Ball



Cylinder



Cone

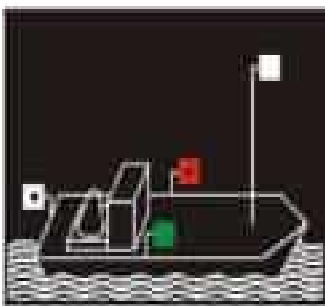
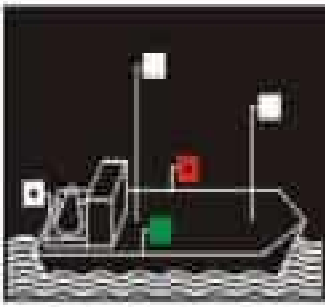
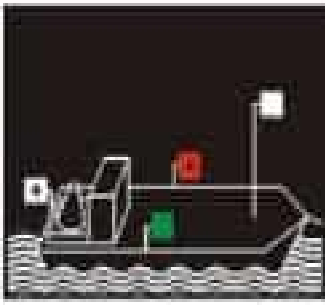
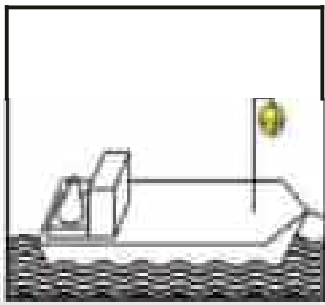
RADAR REF

NIGHT

SKETCH

DAY

MARKING WHEN UNDER WAY

	1	
Motorized vessels proceeding alone.		
	2	
Motorized vessels proceeding alone with a second mast headlight. Compulsory for vessels more than 110m long.		
	3	
Motorized vessel temporarily preceded by an auxiliary motorized vessel		

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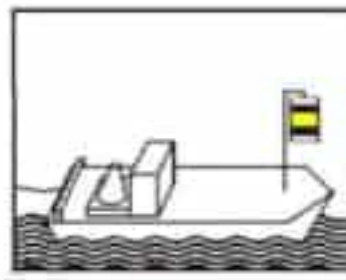
NIGHT

SKETCH

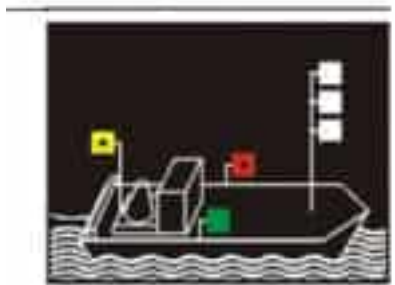
DAY



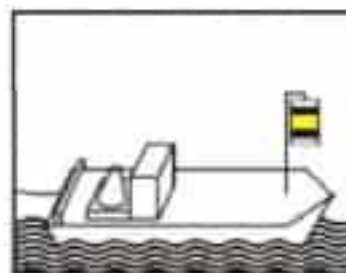
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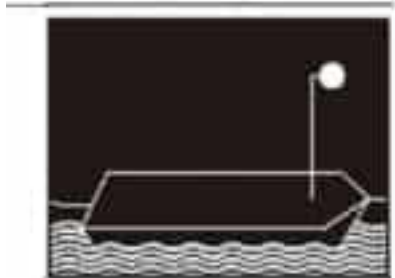
Motorised vessel leading a towed convoy alone or as an auxiliary.



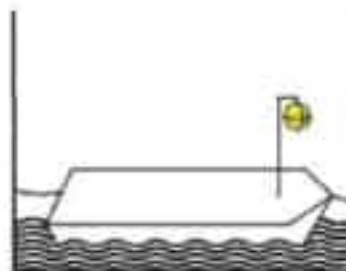
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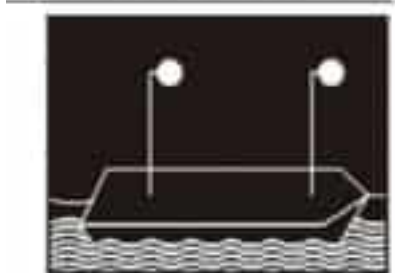
Each of several motorised vessels leading a towed convoy or as auxiliaries, when several vessels are proceeding side by side.



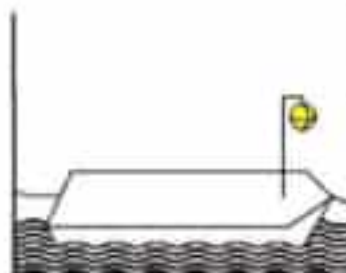
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Towed vessels.



7

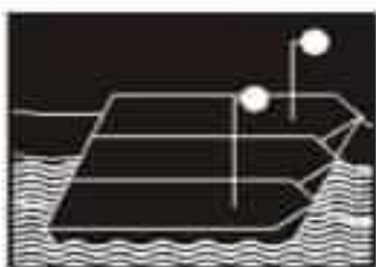


Section of a towed convoy more than 110m long.

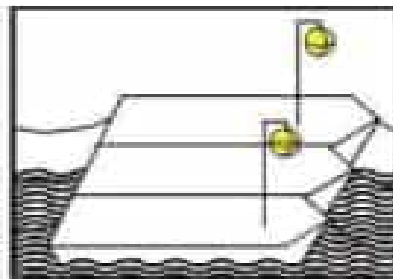
NIGHT

SKETCH

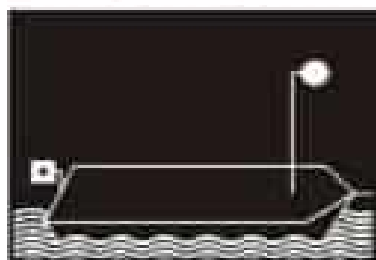
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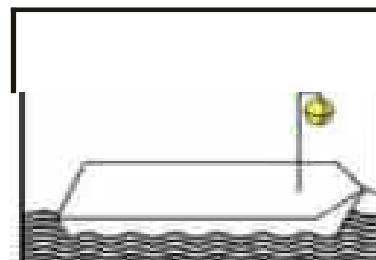
8



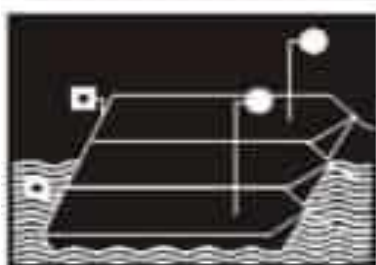
Section of a towed convoy comprising a row of more than two vessels coupled side by side.



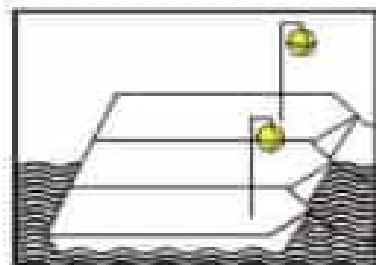
9



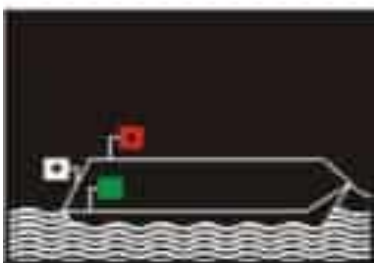
Last section of a towed convoy



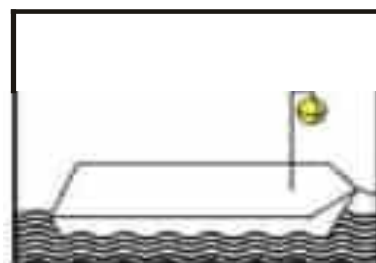
10



Towed vessels forming the last section of a convoy.



11



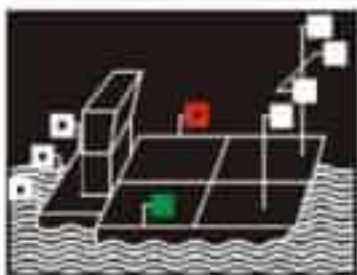
Towed seagoing vessels coming directly from or leaving for the sea.

B 4404

NIGHT

SKETCH

DAY



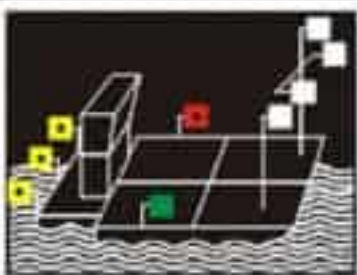
12

Pushed convoys.

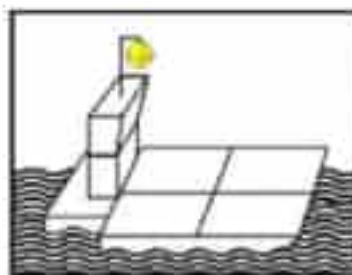


13

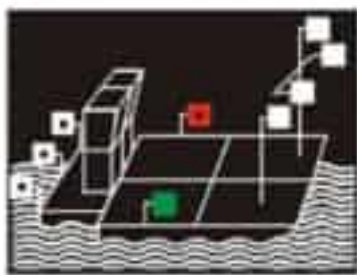
Pushed convoys, when more than two vessels are visible from a stern over the full width



14



Pushed convoys preceded by one or more auxiliary motorised vessels.



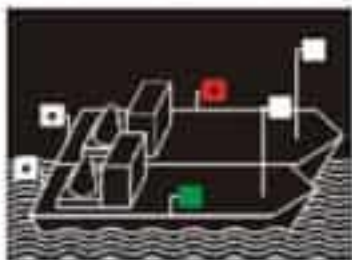
15

Pushed convoys with two pushers.

NIGHT

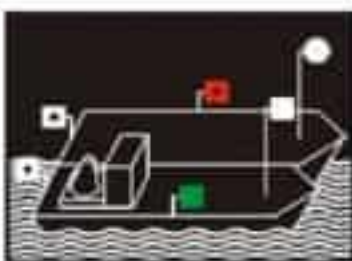
SKETCH

DAY



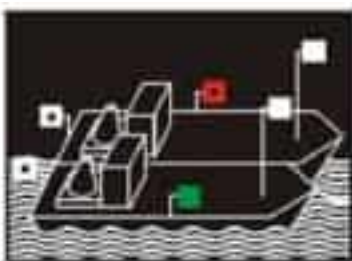
16

Side-by-side formations-two motorised vessels.



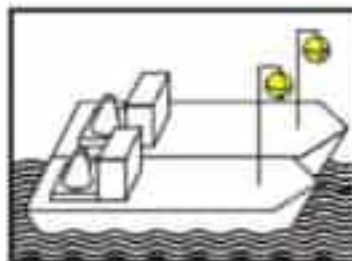
17

Side-by-side formations- one motorised and one non-motorised vessel.



18

Side-by-side formations preceded by one or more auxiliary motorised vessels.



19

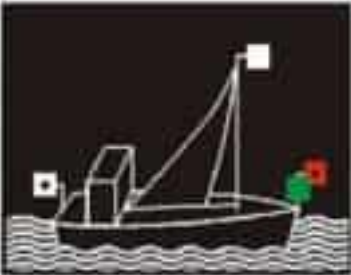
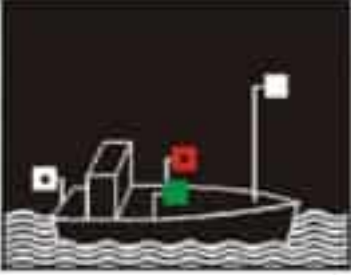
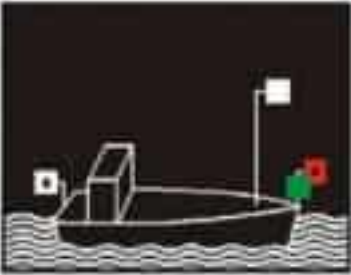
Sailing vessels.

B 4406

NIGHT

SKETCH

DAY

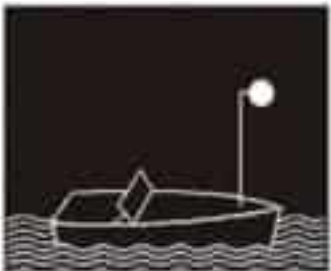
	20	
Vessels proceeding under sail and making use at the same time of its own mechanical means of propulsion		
	21	
Motorised small craft proceeding alone.		
	22	
Motorised small craft proceeding alone with side lights side by side or in the same lamp at or near the bow.		
	23	

Motorised small craft proceeding alone- the masthead light replaced by bright white light visible from all directions.

NIGHT

SKETCH

DAY

	24	
Motorised small craft less than 7 m long proceeding alone.		
	25	
Small craft towed or propelled in side-by-side formation.		
	26	
Small sailing craft.		
	27	

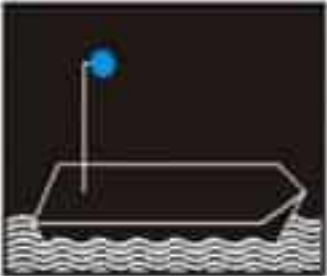
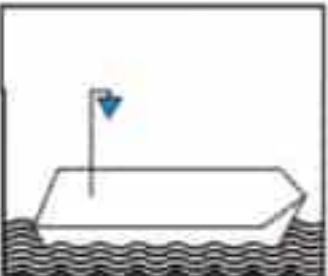
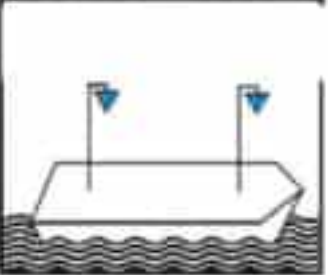
Small sailing craft, with side lights and a stern light in the same lamp near the top of the mast.

B 4408

NIGHT

SKETCH

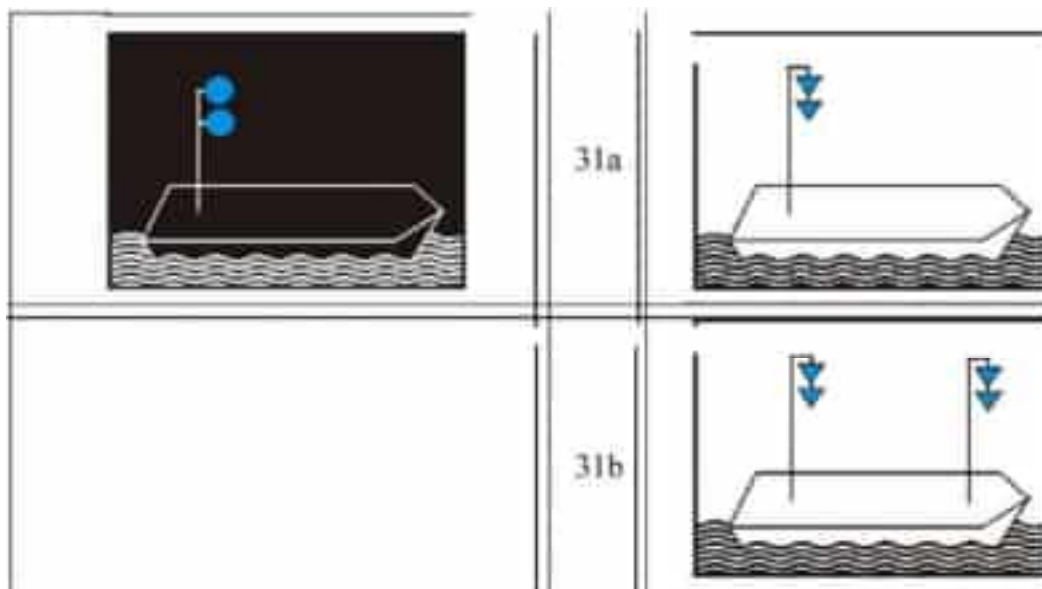
DAY

	28	
Small sailing craft less than 7 m long carrying a white light visible from all directions, and on the approach of other vessels displaying a second ordinary white light.		
	29	
Small craft proceeding alone, neither motorised nor under sail.		
	30a	
	30b	
Additional marking for vessels carrying out certain transport operations involving dangerous substances- flammable substances that are referred to in IMDG		

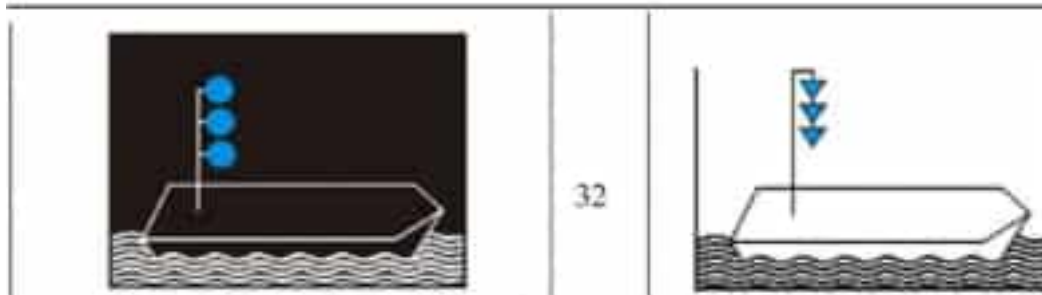
NIGHT

SKETCH

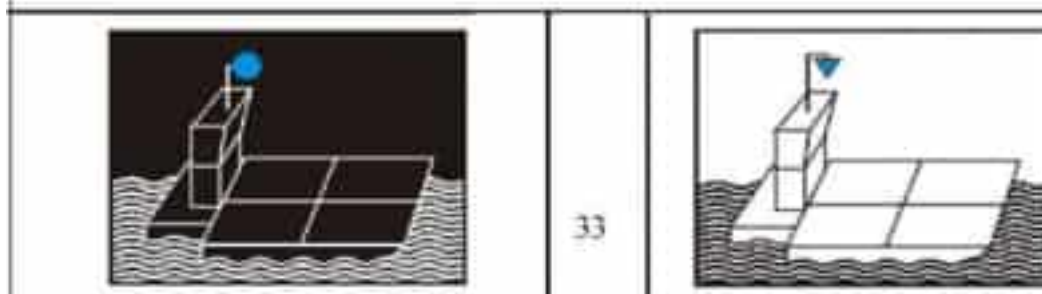
DAY



Additional marking for vessels carrying out certain transport operations involving dangerous substances- substances constituting health hazards that are referred to in IMDG



Additional marking of vessels carrying out certain transport operations involving dangerous substances- explosives that are referred to in IMDG.



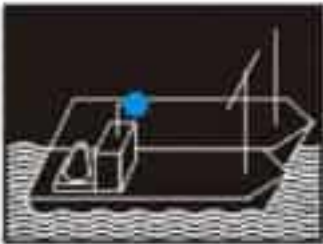
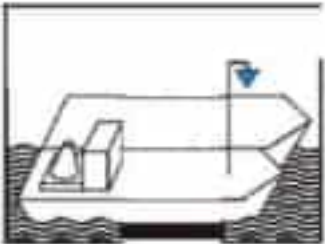
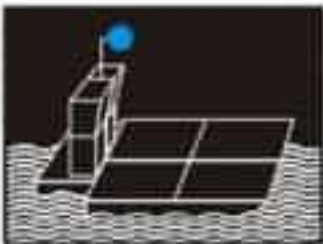
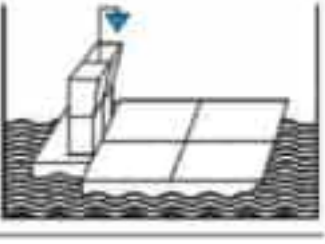
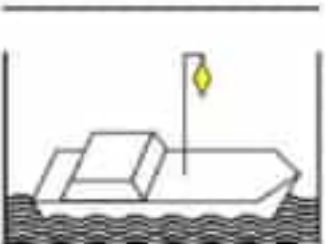
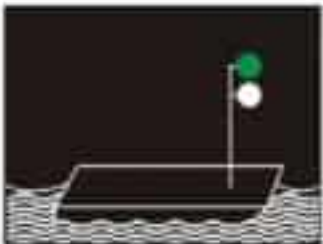
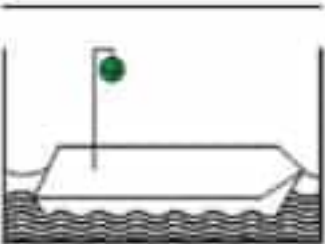
Additional marking of pushed convoys carrying out certain transport operations involving dangerous substances that are referred to in IMDG

B 4410

NIGHT

SKETCH

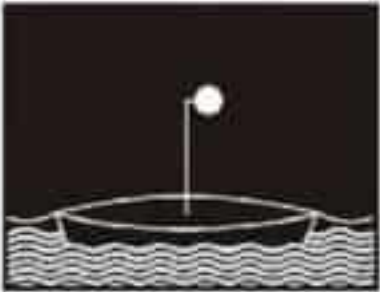
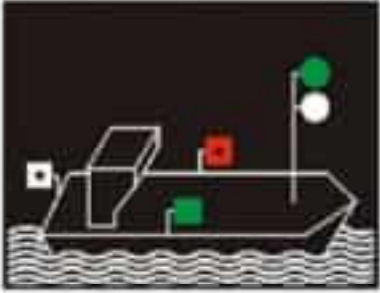
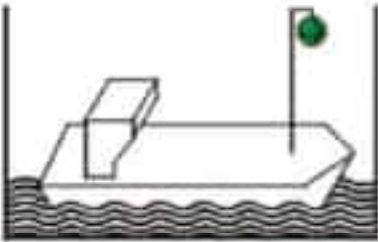
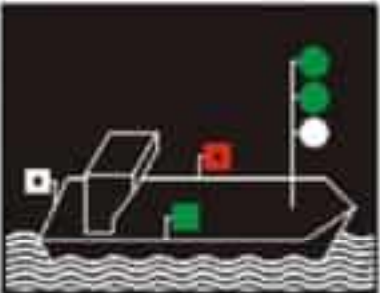
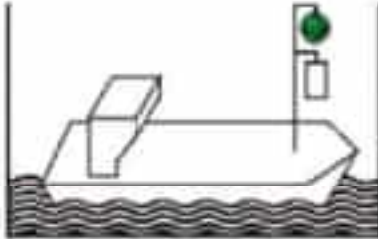
DAY

	34	
Additional marking of side-by-side formations carrying out certain transport operations involving dangerous substances that are referred to in IMDG		
	35	
Additional marking of pushed convoys propelled by two pusher's placed side by side and carrying out certain transport operations involving dangerous substances that are referred to in IMDG.		
36		
Vessels authorized to carry more than 12 passengers with a maximum hull length of less than 20m.		
	37	
Ferry-boats not moving independently.		

NIGHT

SKETCH

DAY

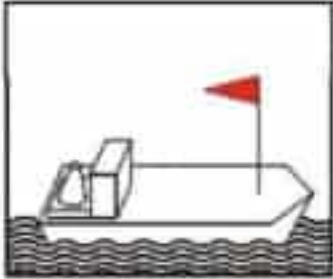
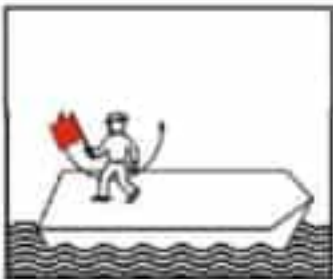
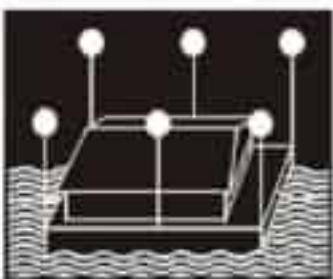
	38	
Leading boat or float of a longitudinal-cable ferry-boat.		
	39	
Ferry-boats moving independently.		
	40	
Ferry-boats moving independently and enjoying priority.		

B 4412

NIGHT

SKETCH

DAY

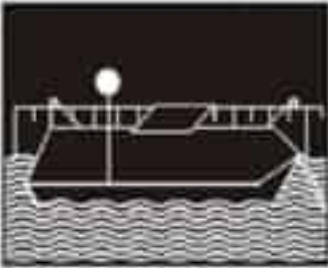
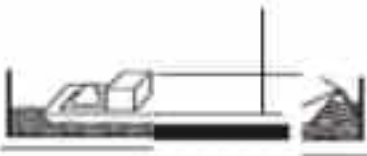
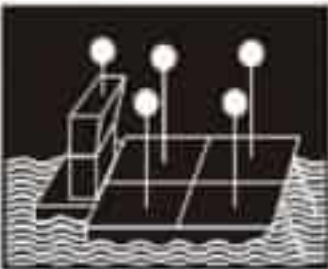
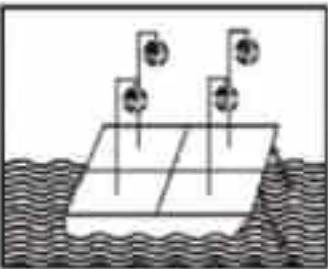
	41	
Vessels having priority of passage.		
	42a	
	42b	
Additional marking for vessels unable to manoeuvre.		
	43	
Assemblies of floating material and floating establishments underway.		

NIGHT

SKETCH

DAY

MARKING WHEN STATIONERY

	44	
Vessels directly or indirectly made fast to the bank.		
	45	
Pushed convoys stationary offshore.		
	46	
Pushed convoys stationary offshore.		
	47	

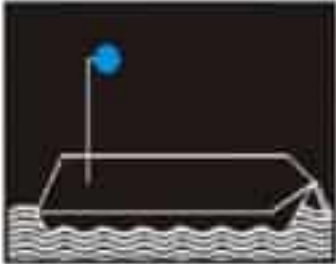
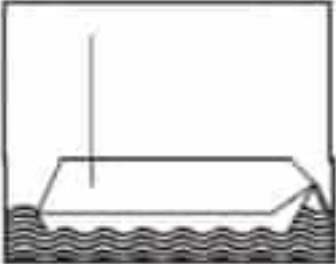
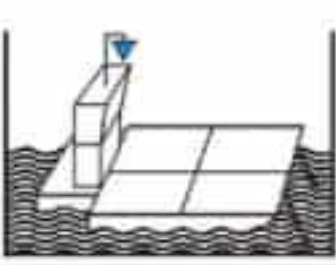
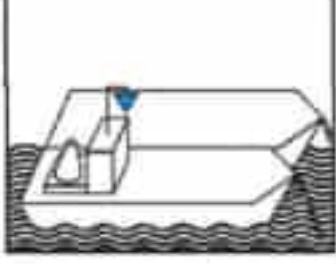
Stationary small craft.

B 4414

NIGHT

SKETCH

DAY

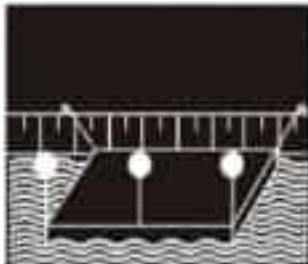
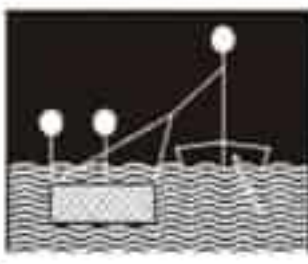
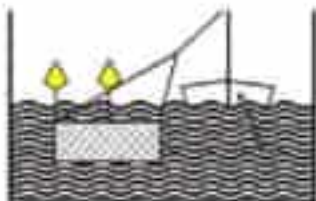
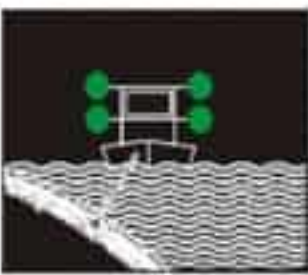
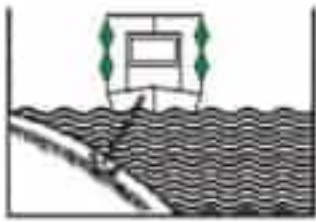
	48	
Additional marking for stationary vessels carrying out certain transport operations involving dangerous substances.		
	49	
Additional marking for stationary pushed convoy's carrying out certain transport operations involving dangerous substances.		
	50	
Additional marking for stationary side-by-side formations carrying out certain transport operations involving dangerous substances.		
	51	

Ferry-boats not moving independently when made fast at their landing stage.

NIGHT

SKETCH

DAY

	52	
Ferry-boats moving independently, but made fast at their landing stage.		
	53	
Assemblies of floating material and floating establishments when stationary.		
	54	
Stationary vessels engaged in fishing with nets or poles.		
	55	

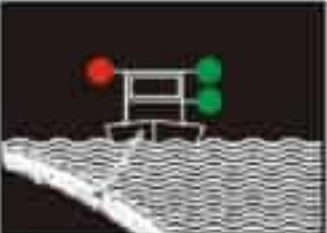
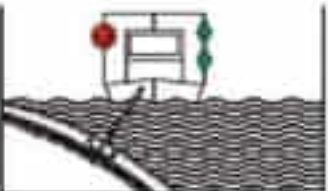
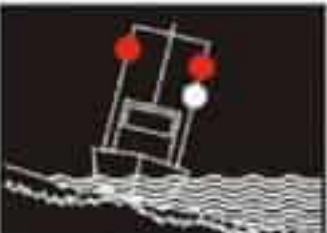
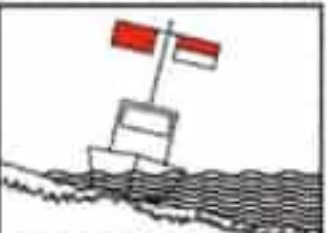
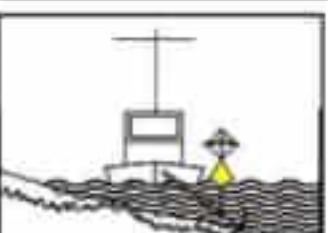
Vessels whose anchors may be a danger to navigation

B 4416

NIGHT

SKETCH

DAY

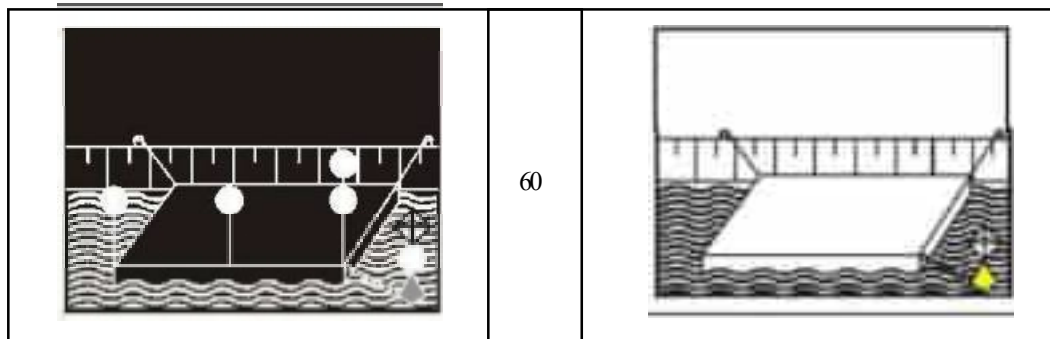
	56	
Floating equipment at work and vessels carrying out work or sounding or measuring operations; channel clear on one side.		
	57	
Floating equipment at work and vessels carrying out work or sounding or measuring operations and grounded or sunken vessels; protection against wash; channel clear on both sides.		
	58	
Floating equipment at work and vessels carrying out work or sounding or measuring operations and grounded or sunken vessels, protection against wash; channel clear on one side.		
	59	

Vessels whose anchors may be a danger to navigation.

NIGHT

SKETCH

DAY



Assemblies of floating material or floating establishment whose anchors may be a danger to navigation.

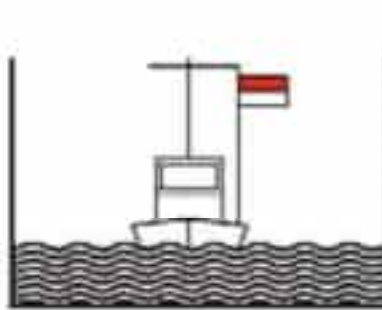
B 4418

NIGHT

SKETCH

DAY

SPECIAL MARKING

	61	
Additional marking for vessels of the supervisory authorities and fire-fighting services.		
	62	
Additional marking for vessels underway carrying out work in the waterway.		
	63	

Additional marking for protection against wash.

NIGHT

SKETCH

DAY



64



Distress signals.



65



Boarding prohibited.



66



Smoking Prohibited.



67



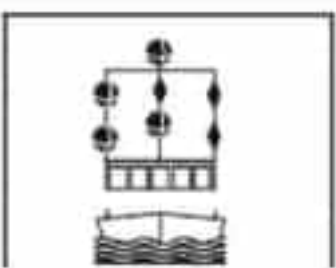
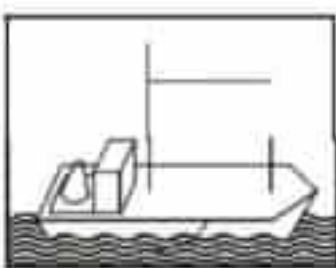
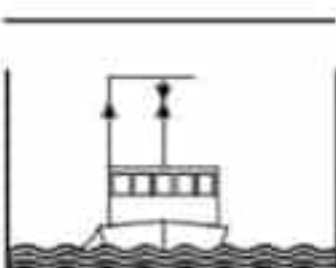
Lateral berthing prohibited

B 4420

NIGHT

SKETCH

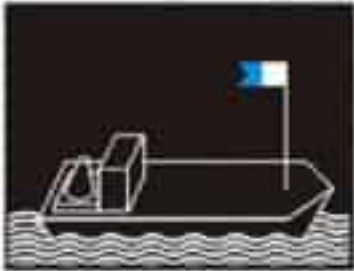
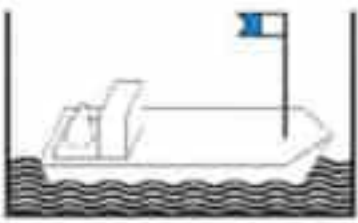
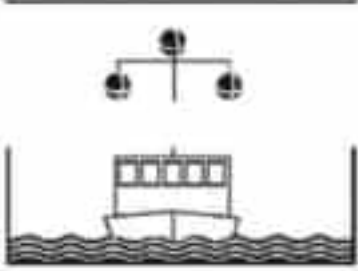
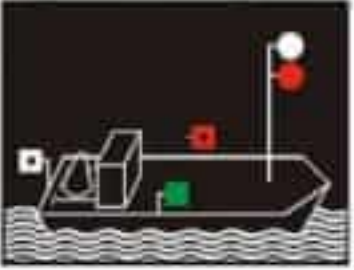
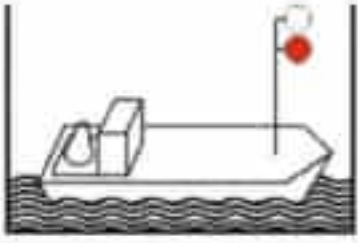
DAY

	68	
Additional marking for vessels whose ability to manoeuvre is limited.		
	69	
Additional marking for vessels whose ability to manoeuvre is limited; channel clear on one side.		
	70	
Additional marking for vessels engaged in drawing a trawler of fishing gear through the water (trawler).		
	71	
Fishing vessel other than trawlers if the fishing tackle extends more than 150m horizontally from the vessel.		

NIGHT

SKETCH

DAY

	72	
Additional marking for vessels used for underwater diving.		
	73	
Additional marking for vessels engaged in mine sweeping.		
	74	
Additional marking for vessels on pilotage service.		

FOURTH SCHEDULE

LIGHTS AND THE COLOUR OF SIGNAL LIGHTS ON VESSELS

1. Technical requirements

(1) The construction and materials of signal lanterns shall be such as to ensure their safety and durability.

(2) The components of the lantern (for example the cross braces) shall not modify the intensity, colours or dispersion of the light.

(3) The lights on board may be installed simply and in the correct position.

(4) The light source may be easily replaced.

2. Colour of Signal Lights

(1) A five colour signal system is applied to the lights, and comprises the following colours —

- (a) “white” ;
- (b) “red” ;
- (c) “green” ;
- (d) “yellow” ; and
- (e) “blue”.

(2) This system conforms to the recommendations of the International Commission on Illumination, “Colours of Signal Lights”, IEC publication No. 2.2 (TC-1.6) 1975.

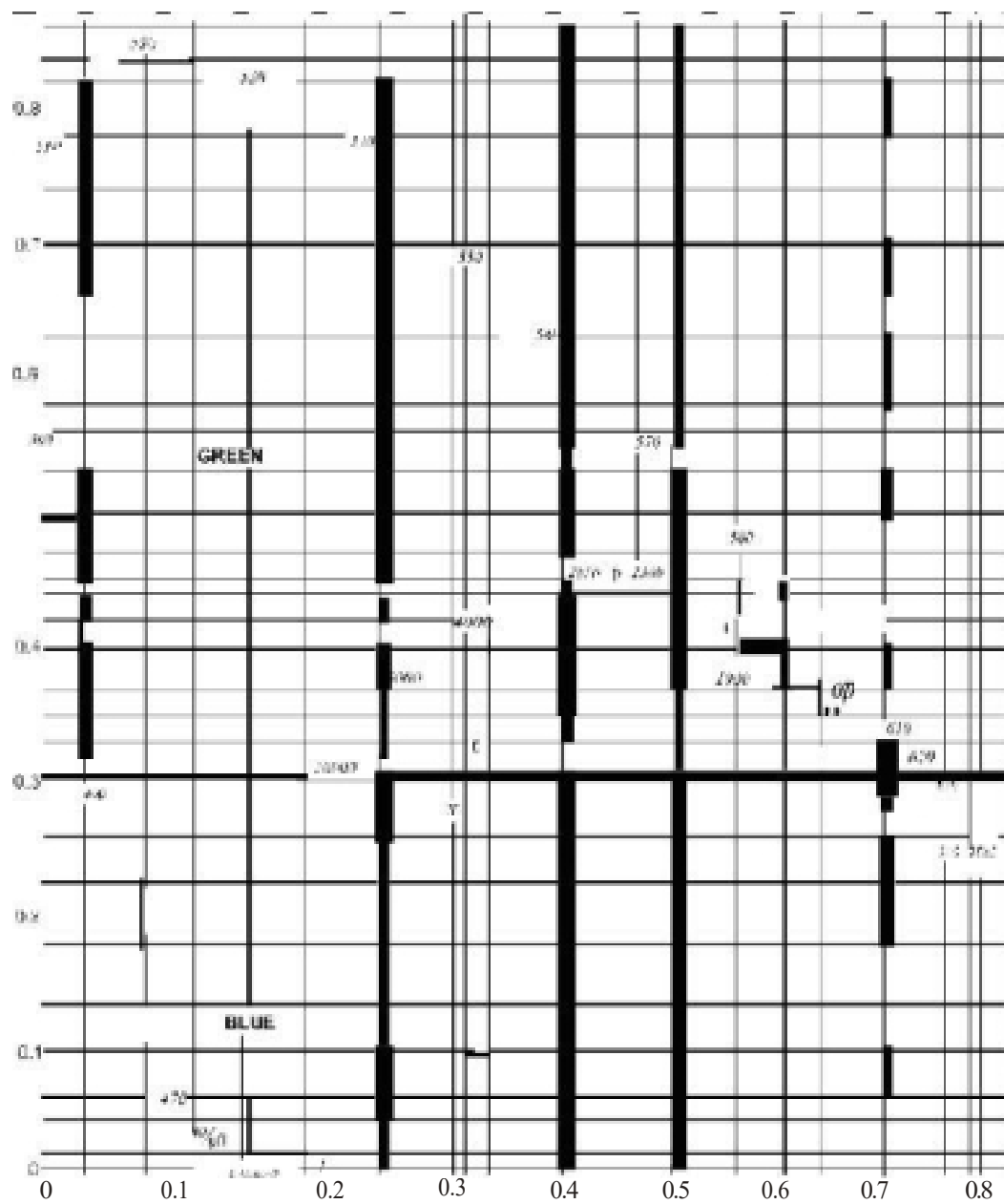
(3) The colours shall apply to the light fluxes emitted by the lantern.

(4) The colour boundaries of signal lights are demarcated by the coordinates (table 1) of the intersecting points of the chromatic diagram of IEC publication No. 2.2(TC-1.6) 1975.

TABLE 1

<i>Colour of Signal Light</i>	<i>Coordinates of the intersecting points</i>						
White	x	0.310	0.443	0.500	0.500	0.453	0.310
	y	0.283	0.382	0.382	0.440	0.440	0.348
Red	x	0.690	0.710	0.680	0.660	—	—
	y	0.290	0.290	0.320	0.320	—	—
Green	x	0.009	0.284	0.207	0.013	—	—
	y	0.720	0.520	0.397	0.494	—	—
Yellow	x	0.612	0.618	0.575	0.575	—	—
	y	0.382	0.382	0.425	0.406	—	—
Blue	x	0.136	0.218	0.185	0.102	—	—
	y	0.040	0.142	0.175	0.105	—	—

B 4424



IEC chromaticity diagram.

2360 K corresponds to the light of a vacuum filament lamp .

2848 K corresponds to the light of a gas-filled filament lamp.

3. Colours of lights on vessels

(1) Lights on vessels may be green, white, yellow or red.

(2) The colour characteristics of signal lights shall correspond to the standards given in table 1 of this Schedule, which fall within the chromaticity limits established for each colour by the International Commission on Illumination (CIE), document CIE No. 2.2 (TC-1.6), of 1975 and “Colours of light signals”.

(3) The boundaries for each colour are defined by the coordinates given in Table 2 of this Schedule.

TABLE 2

<i>Light Colour</i>	<i>Coordinate</i>	<i>Intersecting points</i>					
		1	2	3	4	5	6
Red	x	0.680	0.660	0.735	0.721	—	—
	y	0.320	0.320	0.265	0.259	—	—
Green	x	0.028	0.009	0.300	0.203	—	—
	y	0.385	0.723	0.511	0.356	—	—
White	x	0.525	0.525	0.452	0.310	0.310	0.443
	y	0.382	0.440	0.440	0.348	0.283	0.382
Yellow	x	0.612	0.618	0.575	0.575	—	—
	y	0.382	0.382	0.425	0.406	—	—

FIFTH SCHEDULE

1. Intensity and Range of Signal Lights on Vessel

(1) Signal lights are classified according to their luminous intensity as —

- (a) “ordinary lights” ;
- (b) “bright lights” ; or
- (c) “strong lights”.

(2) Relation between I_o , I_B and t is —

(a) I_o is the photometric luminous intensity in candela (cd), measured at normal voltage for electric lights ;

(b) I_B is the operation luminous intensity in candela (cd) ;

(c) t is the range in kilometers(km) ;

(d) taking into account, for example, the ageing of the light source, the degree of dirtiness of the optic and variations in the voltage of the on board grid, I_B is 25% less than I_o ;

(e) consequently $I_B = 0.75 \cdot I_o$;

(f) the relation between I_B and t of signal lights is given by the following equation- $I_B = 0.2 \cdot t^2 \cdot q^{-1}$; and

(g) the atmospheric transmission coefficient q has been taken as 0.76, corresponding to a meteorological visibility of 14.3km.

2. Luminous intensity and range of the signal lights

(1) The following table contains the permitted limits for I_o , I_B and t according to the nature of signal lights.

(2) The values indicated apply to the light flux emitted by the lantern.

(3) I_o and I_B are given in cd and t in km.

(4) Minimum and maximum values are specified in this paragraph.

TABLE I

Nature of the Signal lights		Colour of signal lights							
		White		green/red		Yellow		blue	
		min.	max.	min.	max.	min.	max.	min.	max.
ordinary	I_O	2.7	10.0	1.2	4.7	1.1	3.2	0.9	2.7
	I_B	2.0	7.5	0.9	3.5	0.8	2.4	0.7	2.0
	t	2.3	3.7	1.7	2.8	1.6	2.5	1.5	2.3
bright	I_O	12.0	33.0	6.7	27.0	4.8	20.0	6.7	27.0
	I_B	9.0	25.0	5.0	20.0	3.6	15.0	5.0	20.0
	t	3.9	5.3	3.2	5.0	2.9	4.6	3.2	5.0
strong	I_O	47.0	133.0						
	I_B	35.0	100.0						
	t	5.9	8.0						

3. Signal light dispersion

(1) Horizontal dispersion of intensity is as follows —

(a) the luminous intensities indicated in paragraph 2 of this Schedule shall apply to all directions of the horizontal plane passing through the focus of the optic or the luminous centre of gravity of the light source correctly adjusted within the operational sector of a vertically positioned lantern ;

(b) for the masthead lights, stern lights and side lights, the luminous intensities prescribed shall be maintained throughout the horizontal arc within the sectors prescribed at least up to within 5° of the limits ;

(c) as from 5° within the sectors prescribed up to the limit, the luminous intensity may decrease by 50%; it shall subsequently decrease gradually in such a way that, as from 5° beyond the limits of the sector, only a negligible amount of light remains ;

(d) the side lights shall have the prescribed luminous intensity in the direction parallel to the axis of the vessel forward ;

(e) the intensities shall decrease practically to zero between 1° and 3° beyond the limits of the prescribed sector ;

(f) for bicoloured or tricoloured lanterns, the dispersion of the luminous intensity shall be uniform so that 3° on either side of the prescribed sector limits, the maximum permitted intensity is not exceeded and the minimum prescribed intensity is reached ; and

(g) the horizontal dispersion of the luminous intensity of the lanterns shall be uniform throughout the sector, so that the minimum and maximum values

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observed do not differ more than by a factor of 1.5 from the photometric luminous intensity.

(2) For vertical dispersion of intensity, in the event of heeling of up to $\pm 5^\circ$ or $\pm 7.5^\circ$ from the horizontal, the luminous intensity shall remain at least equal to 80% in the first case, and 60% in the second case, of the luminous intensity corresponding to 0° heeling, although it shall not exceed it by more than 1.2 times.

4. Intensity and range of signal lights on vessels

(1) The intensity I in candela of a light for the visibility range stipulated in table 2 of this Schedule shall not be less than that defined by the formula —

$$I = 3.43 \times 10^6 \text{ TD}^2 k^{-D}$$

where $T = 2 \times 10^{-7}$ lux, the light threshold ;

$D =$ the visibility range in nautical miles ;

$K = 0.8$, the atmospheric transmission coefficient
corresponding to a meteorological optical range of
approximately 13 nautical miles.

(2) Intensity values calculated in accordance with this formula is given in table 2 of this Schedule.

(3) The maximum permitted intensity may exceed the values shown in table 2 of this Schedule by up to 70% but shall not be greater than 150 cd and this shall not be attained by regulating the intensity of the light.

(4) The use of reflectors in signal and side lights is not permitted.

(5) Visibility ranges and angles of illumination is shown in table 3 of this Schedule.

TABLE 2

Visibility range, D

Nautical miles	1	2	3	4	5	6
Km	1.85	3.7	5.55	7.4	9.26	11.1
Light intensity, I (cd) where $k=0.8$	0.9	4.3	12	27	52	9/1

TABLE 3

No	Type and Colour of signal light	Visibility range (km)	Horizontal area illuminated	
			Angle of illumination (°)	Angle of visibility
1.	Masthead light, white	8	225	In the centre line of the vessel from the bow to 112.5° on either beam.
2.	Starboard side light, green	3.7	112.5	From directly ahead of the vessel to 22.5° abaft the starboard beam.
3.	Port side light, red	3.7	112.5	From directly ahead of the vessel to 22.5° abaft the port beam.
4.	Stern light, white	3.7	135	From directly astern the vessel to 67.5° on either beam.
5.	Towing light, yellow	3.7	135	Ditto
6.	Circular light, white Circular light, red Circular light, green Circular light, yellow	1.85 1.85 1.85 1.85	360	In all directions
7.	Bi-coloured lantern, green and red	3.7	225	To 112.5° either side of the bow in the centreline starboard-green sector port-red sector.
8.	Mooring and side light white	2	180	90° forward and aft of the beam,
9.	Flashing light daytime night-time	4	112.5+ +112.5	From the beam to the bow, overlapping in the centreline by 22.5° and from the beam to the stern, overlapping in the centreline by 22.5°.
10.	Sweeping light	4	112.5+ +112.5	Ditto

SIXTH SCHEDULE

SOUND SIGNALS

1. Sound intensity of signals

(1) Mechanically-operated sound signaling devices used by inland waterway vessels shall be capable of producing sound signals with the following characteristics —

(a) fundamental frequency for —

(i) motorised vessels other than the small craft referred to in paragraph (a)(ii) of this Schedule shall be 200 Hz, with a tolerance of $\pm 20\%$,

(ii) non-motor vessels and small craft shall be above 350Hz, or

(iii) the three-tone signals used by vessels navigating by radar under conditions of reduced visibility, shall be between 165 and 297 Hz, with an interval of at least two full tones between the highest- pitched and the lowest-pitched sound ; and

(b) sound pressure level provided in this sub paragraph shall be measured at, or referred to, a point 1 metre in front of the centre of the opening of the horn, the measurement being made, as far as practicable, away from any sound-reflecting surfaces —

(i) for motorised vessels other than the small craft referred to in paragraph (b)(ii) of this Schedule, the weighted sound pressure level shall be between 120 and 140 dB(A),

(ii) for non-motorised vessels and small craft which are not equipped or used to tow vessels other than small craft, the weighted sound pressure level shall be between 100 and 125 dB(A), or

(iii) for the three-tone signals used by vessels navigating by radar under conditions of reduced visibility, the weighted sound pressure level of each tone shall be between 120 and 140 dB(A).

2. Monitoring of sound pressure level

The sound pressure level shall be checked by the competent authority by means of the sonometer standardized by the International Electro Technical Commission (reference IEC.179) or by means of the ordinary sonometer standardized by IEC (reference IEC.123).

3. Sound signals to be used by vessels

(1) Sound signals other than the ringing of a bell and the three-tone signal shall consist in the emission of one blast or of several successive blasts having the following characteristics —

(a) short blast- a blast lasting about one second ; or

(b) long blast- a blast lasting about four seconds.

(2) The interval between two successive blasts shall be about one second except for the signal “series of very short blasts” which shall comprise a series of not less than six blasts, each lasting about a quarter of a second, separated by a silence of the same duration.

A. General signals

	1 long blast	"Caution"
	1 short blast	"I am altering my course to starboard"
	2 short blasts	"I am altering my course to port"
	3 short blasts	"I am going astern"
	4 short blasts	"I am unable to manoeuvre"
	Series of very short blasts	"Imminent danger of collision"
	Repeated long blasts)	)
	)	) "Distress signal"
	)	)
	Peals of a Bell	)

B. Meeting signals

B.1

*Waterways of class I**First case*

	1 short blast by vessel proceeding upstream	"I wish to pass on the portside"
	1 short blast by vessel proceeding downstream	"Agreed; pass on the portside"
	2 short blasts by vessels proceeding downstream	"No; pass on the starboardside"
	2 short blasts by vessel proceeding upstream	"Agreed; I will pass on the starboard side"

Second case

	2 short blasts by vessel proceeding upstream	"I wish to pass on the the starboard side"
	2 short blasts by vessel proceeding upstream	"Agreed; pass on the starboard side"
	1 short blasts by vessel Proceeding downstream	"No; pass on the portside"
	1 short blasts by vessel proceeding upstream	"Agreed; I will pass on the portside"

B2

Waterways of class II

	2	"I wish to pass on the the starboard side"
	2 short blast by vessel met	"Agreed; pass on the starboardside"

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C Overtaking Signal

First case

■ ■ ■ ■ ■	2 long followed by 2 short blast, by overtaken vessel	"I wish to overtake on your port side "
■	1 short blasts by vessels to be overtaken	"Agreed overtake on my starboardside"
■ ■	2 short blasts by vessel to be overtaken	"No overtake on my starboard side"
■	1 short blasts by overtaking vessel	"Agreed, I will pass on your starboardside"

Second case

■ ■ ■ ■ ■	2 long blast followed by 1 short blasts by overtaking vessel	"I wish to pass on your starboardside"
■ ■	2 short blasts by vessel to be overtaken	"Agreed overtake on my starboardside"
■	1 short blasts by vessel to be overtaken	"No overtake on my port side"
■ ■	2 short blasts by overtaking vessel	"Agreed, I will overtake on your port side"
■ ■ ■ ■ ■	5 short blasts by vessel to be overtaken	"I cannot be overtaken"

D. Turning Signal

■ ■ ■ ■ ■	1 long blast followed by 1 short blasts.	"I am going to turn starboard"
■ ■ ■ ■ ■	1 long blast followed by 2 short blasts	"I am going to turn port"

Habour and tributary waterways entering and leaving followed by crossing the waterways
Signals on entering and leaving harbour and tributary waters

■ ■ ■ ■ ■	3 long blast followed by 1 short blasts	"I am going to turn starboard"
■ ■ ■ ■ ■	3 long blast followed by 2 short blasts	"I am going to turn port"

On crossing after entering

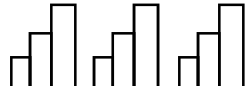
■ ■ ■ ■ ■	3 long blast	"I am going to cross"
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Followed if necessary by

■ ■ ■	1 long blast followed by 1 short blast	"I am going to starboard"
■ ■ ■	1 long blast followed by 2 short blast	"I am going to the port"

E. Signals in reduced visibility
Waterways of class I

(a) Vessels navigating by radar

	(i) Vessels, other than small craft, proceeding downstream	Three-tone signal repeated as often as necessary
	(ii) Single vessel proceeding upstream	1 long blast
	(iii) Convoys proceeding upstream	2 long blasts

(b) Vessels not navigating by radar

	(i) Any vessel proceeding alone	1 long blast repeated at least once a minute
	(ii) Convoys	2 long blasts repeated at least once a minute

(c) Stationary vessels

	1 peal of a bell, repeated at least once a minute	"I am lying on left side of channel"
	2 peals of a bell repeated at least once a minute	"I am lying on right side of channel"
	3 peals of a bell, repeated at least once a minute.	"I am stationary, position uncertain"

Waterways of class II

(a) Vessels navigating by radar

	(i) Vessels, other than ferry-boats	1 long blast repeated as often as necessary
	(ii) Ferry-boats	1 long blast followed by 4 short blasts

(b) Vessels navigating by radar

	(i) Single vessels other than ferry-boats	1 long blast repeated at least once a minute
	(ii) Convoys	2 long blasts repeated at least once a minute
	(iii) Ferry-boats	1 long blast followed by 4 short blasts, repeated at least once a minute

(c) Stationary vessels

	1 peal of a bell, or 1 long blast between
	2 short blasts, repeated at least once a minute

SEVENTH SCHEDULE

WATERWAY SIGNS AND MARKING

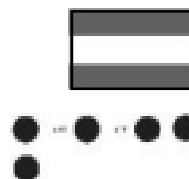
1. The main signs given in Part 1 of this Schedule may be supplemented or clarified by auxiliary signs given in Part 2 of this Schedule.

2. Boards may be surrounded by a thin white line.

PART 1 — MAIN SIGNS

A. PROHIBITORY SIGNS

A.1 No entry (general sign) board or red lights



Two boards, two lights or two flags, one above the other, indicate a prolonged prohibition or redflags



A.2 No overtaking



A.3 No overtaking of convoys by convoys



A.4 No passing or overtaking



A.5 No berthing (no anchoring or making fast to the bank)



A.5.1 No berthing within the breadth indicated in metres (measured from the sign)



A.6 No anchoring or trailing of anchors, cables or chains



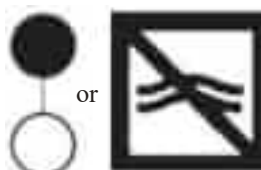
A.7 No making fast to the bank



A.8 No turning



A.9 Do not create wash



A.10 No passing outside the area marked
(in openings of bridges or weirs)



A.11 All Entry prohibited, but
prepare to get underway

e e e
or e

or (red light extinguished)

A A
WW

A.12 Motorised craft prohibited



A.13 All sports or pleasure craft prohibited



A.14 Waterskiing prohibited



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A.15 Sailing vessels prohibited



A.16 All craft other than motorised vessels
or sailing craft prohibited



A.17 Use of sail boards prohibited



A. 18 End of zone authorized for high speed navigation
of small sport and pleasure craft



A.19 No launching or beaching of vessels



A.20 Water bikes prohibited



B. MANDATORY SIGNS

B.1 Proceed in the direction shown by the arrow



B.2 (a) Move to the side of the channel on your portside



(b) Move to the side of the channel on your
starboard side



B.3(a) Keep to the side of the channel on your portside



(b) Keep to the side of the on your starboard side



B.4

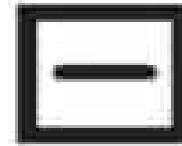
(a) Cross channel to port



(b) Cross channel to starboard



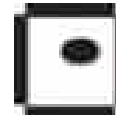
B.5 Stop as prescribed in the Regulations



B.6 Do not exceed the speed indicated (in km/h)



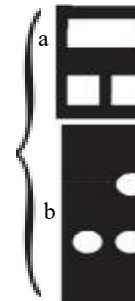
B.7 Give a sound signal



B.8 Keep a particularly sharp lookout



B. 9 Do not enter or cross the main waterway until certain that this will not oblige vessels proceeding on it to change their course or speed.



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- B.10 Vessels proceeding on the main waterway shall, where necessary, change course and speed to allow vessels to leave harbours or tributary waterways



- B.11 (a) Obligation to enter into a radio telephone link



- (b) Obligation to enter into a radio telephone link on the channel as indicated on the board.



RESTRICTIVE SIGNS

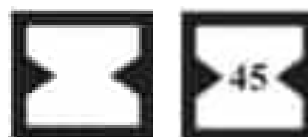
C.1 Depth of water limited



C.2 Head room limited



C.3 Width of passage or channel limited



Note : Boards C.1, C.2 and C.3 may carry, in addition, figures indicating in metres the depth of water, the headroom and the width of passage or the channel respectively.

C.4 There are restrictions on navigation- make enquiries



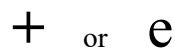
C.5 The channel lies at a distance from the right (left) bank; the figure shown on the sign indicates the distance in metres, measured from the sign, to which vessels shall keep



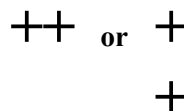
B. RECOMMENDATORY SIGNS

D.1 Recommended channel

(a) in both directions



(b) only in the direction indicated
(passage in the opposite direction prohibited)

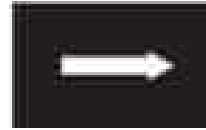


D.2 You are recommended to keep within the area indicated (in openings of bridges or weirs)



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- D.3 You are recommended to proceed-
in the direction shown by the arrow



In the direction from the fixed light towards
the isophase light



E. INFORMAT'IVE SIGNS

- E.1 Entry permitted (general sign)



- E.2 Overhead cable crossing



- E.3



- E.4

- (a) Ferry-boat not moving independently



- (b) Ferry-boat moving independently



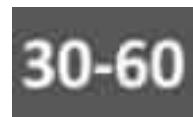
- E.5 Berthing (i.e. anchoring or making fast to the
bank) permitted.



- E.5.1 Berthing permitted on the stretch of water
breadth measured from, and shown on the
board in metres.



- E.5.2 Berthing permitted on the stretch of water
bounded by the two distances measured
from, and shown on the board in meters.



- E.5.3 Maximum number of vessels permitted to
berth abreast.



- E.5.4 Berthing area reserved for pushing-navigation
vessels that are not required to carry the marking
prescribed in regulation 45.



- E.5.5 Berthing area reserved for pushing-navigation vessels that are required to carry one blue light or one blue cone in regulation 45 (1).
- E.5.6 Berthing area reserved for pushing-navigation vessels that are required to carry two blue lights or two blue cones in regulation 45 (2).
- E.5.7 Berthing area reserved for pushing-navigation vessels that are required to carry three blue lights or three blue cones in regulation 45 (3)
- E.5.8 Berthing area reserved for vessels other than pushing-navigation vessels that are not required to carry the marking prescribed in regulation 45
- E.5.9 Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry one blue light or one blue cone in regulation 45 (1).
- E.5.10 Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry two blue lights or two blue cones in regulation 45 (2).
- E.5.11 Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry three blue lights or three blue cones in regulation 45 (3).
- E.5.12 Berthing area reserved for all vessels that are not required to carry the marking prescribed in regulation 45.
- E.5.13 Berthing area reserved for all vessels that are required to carry one blue light or one blue cone in regulation 45 (1).
- E.5.14 Berthing area reserved for all vessels that are required to carry two blue lights or two blue cones in regulation 45 (2).



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E.5.15 Berthing area reserved for all vessels that are required to carry three blue lights or three blue cones in regulation 45 (3).



E.6 Anchoring or trailing of anchors, cables or chains permitted.



E.7 Making fast to the bank permitted



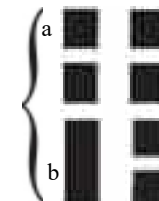
E.7.1 Berthing area reserved for loading and unloading vehicles. (Maximum duration of berthing permitted may be added on an information plate below the board)



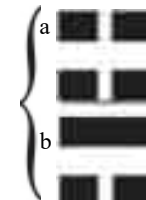
E.8 Turning area



E.9 The waterways being approached are considered to be tributaries of this waterway.



E.10 This waterway is considered to be a tributary of the waterway being approached.



E.11 End of a prohibition or obligation applying to traffic in one direction only, or end of a restriction



E.12 Advance signals- one or two white lights
 (a) Fixed light(s)- Difficulty ahead-stop if the regulations so require
 (b) Isophase light(s)- You may proceed



E.13 Drinking-water supply



E.14 Telephone



E.16 Sports or pleasure craft permitted



E. 17 Water skiing permitted



E. 18 Sailing vessels permitted



E.19 Craft other than motorised vessels or sailing craft permitted



E.20 Use of sailboards permitted



E.21 Zone authorized for high speed navigation of small sport and pleasure craft



E.22 Launching or beaching of vessels permitted



E.23 Possibility of obtaining nautical information by radio-telephone on the channel indicated



E.24 Water bikes permitted

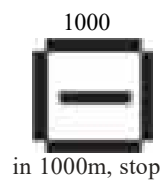


PART 2 — AUXILIARY SIGNS

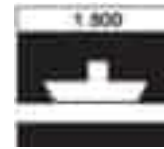
1. Panels showing the distance at which the regulation applies or the special feature indicated by the main sign is to be found are as follows —

The panels are placed above the main sign.

Examples —



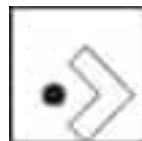
in 1000m, stop



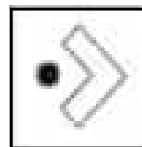
in 1500m, ferry-boat
not moving independently

2. Additional luminous signal

Luminous white arrow combined with certain lights, with the following meanings —



(a) With green light
Example- Permission to enter the
basin to which the arrow is pointing



(b) With red light
Example- No entry to the basin to
which the arrow is pointing

3. Pointers showing the direction of the section to which the main sign applies are as follows.

The pointers need not necessarily be white and may be placed beside or below the main sign.

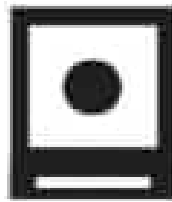
Examples —



Berthing prohibited (over a distance of 1,000m)

4. Panels giving explanations or additional information are as follows —
These panels are placed below the main sign.

Examples —



Stop for Customs

Give one long blast

EIGHT SCHEDULE BUOYAGE AND MARKING OF WATERWAYS, LAKES AND BROAD WATERWAYS

PART 1 — GENERAL

1. Interpretation

In these Schedule—

“*right-hand side*” and “*left-hand side*” means the description along the channels right or left for an observer facing down stream ;

“*right*” and “*left*” on canals, lakes and broad waterways shall be defined by the authority ;

“*light*” means a distinctive light used as a marking ;

“*fixed light*” means an uninterrupted light of constant intensity and colour ; and

“*rhythmic light*” means a light of constant intensity and colour operating in a characteristic and regularly repeated succession of spells of illumination and extinction.

2. Rhythm of lights are as follows —

Example

- (1) Single-occulting light



- (2) Group-occulting light



- (3) Isophase light



- (4) Single flashing light



- (5) Group flashing light



- (6) Composite group-flashing light



- (7) Continuous scintillating light or continuous quick scintillating light

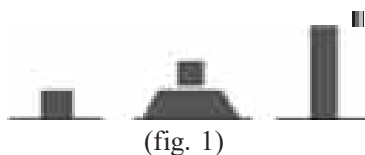


- (8) Group scintillating light or group quick scintillating light



PART 2 — BUOYAGE OF CHANNEL LIMITS IN THE WATERWAY

3. Right-hand side of the channel shall be —



- (1) colour- red ;
 - (2) form- cylindrical buoy or buoy with a top mark or spar top mark (if any)- red cylinder ; and
 - (3) light (when fitted)- rhythmic red light generally with radar reflector.
4. Left-hand side of the channel shall be —

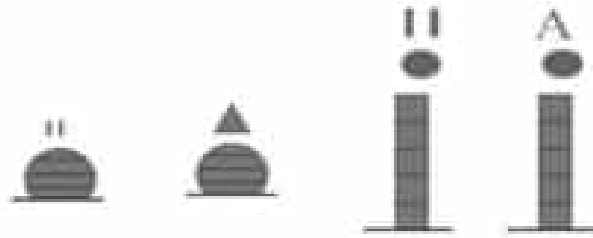


- (1) colour-green ;
- (2) form- conical buoy or buoy with a top mark or spar;
- (3) top mark (if any)- green cone, point upwards; and
- (4) light (when fitted)- rhythmic green light generally with radar reflector.

5. Bifurcation of the channel



- (1) Colour- horizontal red and green bands.
- (2) Form- spherical buoy or buoy with a topmark or spar.
- (3) Topmark (if any)- sphere with horizontal red and green bands.
- (4) Light (when fitted)- continuous scintillating white light, or isophase white light (may be the group-flashing white light with a group of three flashes) generally with radar reflector.
- (5) Where necessary, a red cylindrical top mark or green conical top mark placed above the bifurcation mark indicates on which side it is preferable to pass (main channel).
- (6) The mark shall bear a rhythmic red light or a rhythmic green light, as appropriate.



(7) A letter “p” painted in white on the buoys described in paragraphs 3 and 4 of this Schedule indicates that the channel is adjacent to a berthing area.

(8) Where the buoys showing the letter “P” carry a light, its rhythm shall be different from that of the lights of other buoys placed along the channel limit.

PART 3 — MARKS ON LAND INDICATING THE POSITION OF THE CHANNEL

6. Marks on land indicating the position of the channel in relation to the banks

(1) The marks provided in this paragraph serve as landmark, indicate the position of the channel in relation to the bank and, together with the buoyage of the waterway, mark the channel at points where it approaches a bank.

(2) Channel near the right bank shall be with —



(a) colour- red and white ;

(b) form-post with top mark ;

(a) topmark- square boards (sides horizontal and vertical), red, with two horizontal white stripes or square frame (sides horizontal and vertical) painted red; and

(d) light (when fitted)- rhythmic red light.

(3) Channel near the left bank shall be with —



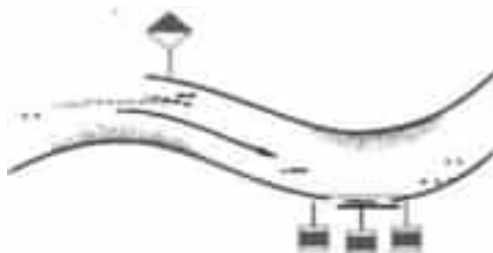
(a) colour-green and white ;

(b) form-post with topmark ;

(c) topmarks- square board (diagonals horizontal and vertical), upper half painted green and lower half white or square frame (diagonals horizontal and vertical) painted green ; and

(d) light (when fitted)- rhythmic green light.

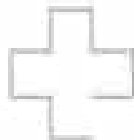
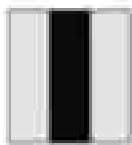
(4) Use of marks



7. Marking of cross-overs

(1) The marks provided in this paragraph indicate at what point the channel passes from one bank to another and also gives the axis of the cross-over.

(2) Right bank shall be with —



- (a) colour- yellow and black ;
- (b) form-post with top mark ;
- (c) topmark- square yellow board (sides horizontal and vertical), with a central vertical black stripe ; or a lath-assembled St. George's Cross painted yellow ; and
- (d) light (when fitted)- yellow light, flashing or occulting, with an even-number characteristic other than the group-flashing rhythm with a group of two flashes.

(3) Left bank shall be with —

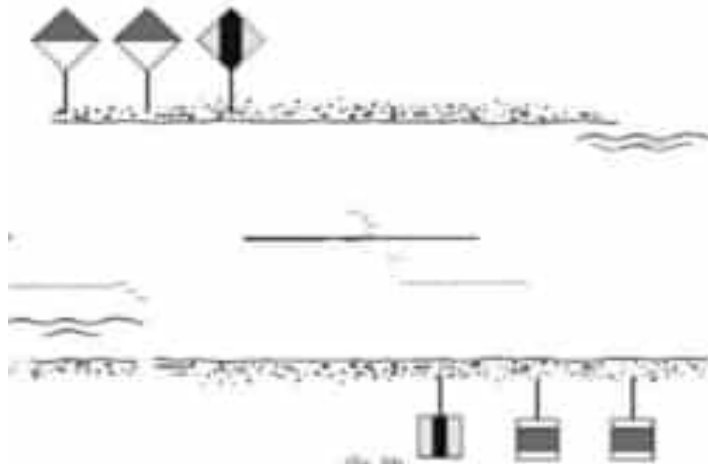


- (a) colour- yellow and black ;
- (b) form- post with top mark ;
- (c) topmark- square yellow board (diagonals horizontal and vertical), with a central vertical black stripe or a lath-assembled St. Andrew's Cross painted yellow ; and
- (d) light (when fitted)- yellow light, flashing or occulting, with an odd-number characteristic other than the group-flashing rhythm with a group of three flashes.

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(4) Use of marks

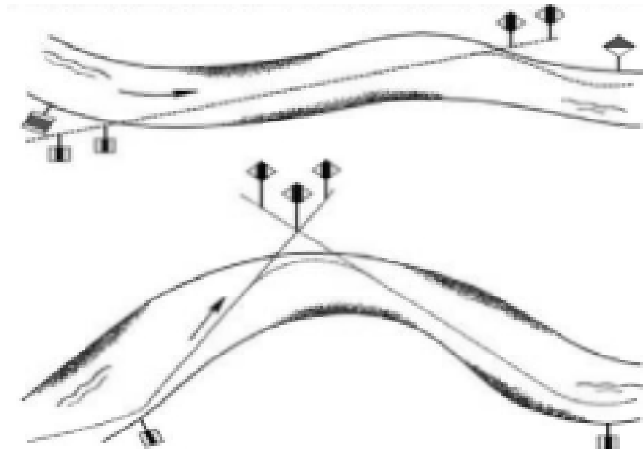
(a) Mere indication of cross-over



(b) Indication of the axis of a long cross-over is —

(i) two identical signs placed one behind the other on the same bank, forming an alignment marking the axis of a long cross-over ; and

(ii) lights (if any)-yellow (the forward light and rearward light generally having the same rhythm; however, the rearward light may be a fixed light).



PART 4. BUOYAGE AND MARKING OF DANGER POINTS AND OBSTACLES

8. Fixed marks

(1) Right hand side shall be with —

- (a) colour- red ;
- (b) form- post with topmark ;
- (c) topmark- red cone, point downwards ; and
- (d) light (when fitted)- rhythmic red light.



(2) Left-hand side shall be with- —

- (a) colour- green ;
- (b) form- post with top mark ;
- (c) top mark- green cone, point upwards ; and
- (d) light (when fitted)- rhythmic green light.



(3) Bifurcation shall be with —

- (a) colour- red and green;
- (b) form- post with top mark;
- (c) topmark- red cone, point downwards, above a green cone, point upwards ; and
- (d) light (when fitted)-continuous scintillating white light or isophase white light (may be the group-flashing white light with a group of three flashes).



(4) The cones provided in this paragraph may be replaced by triangular panels with a white background and a red or green border.

(5) On the approach to secondary arms of the waterway, to mouths of waterways and to harbor entrances, —

- (a) the bank walls on both sides of the waterway may be marked as far as the head of the dividing mole by the fixed marks described in subparagraphs (1) and (2) of this paragraph ; and
- (b) vessels entering the harbour are regarded as upstream traffic.

9. Buoys

(1) Right-hand side shall be with —



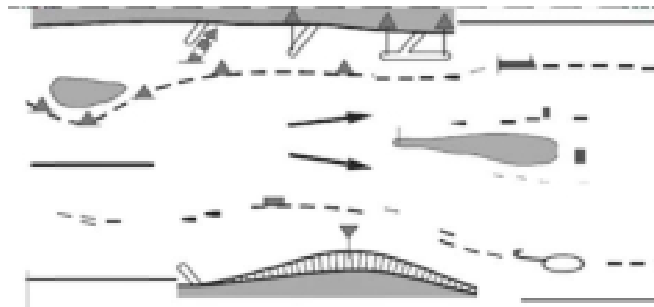
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- (a) colour- horizontal red and white bands ;
 - (b) form- spar-buoy or spar ;
 - (c) topmark- red cylinder ; and
 - (d) light (when fitted)- rhythmic red light generally with radar reflector.
- (2) Left-hand side shall be with —



- (a) colour- horizontal green and white bands;
- (b) form- spar-buoy or spar ;
- (c) topmark- green cone, point upwards ; and
- (d) light (when fitted)- rhythmic green light generally with radar reflector.

Example of use of the buoyage and marking described in these Regulations.



PART 5. ADDITIONAL MARKING FOR NAVIGATION BY RADAR

10. Marking of bridge piers (*if necessary*)

(1) Yellow floats with radar reflector (placed upstream and downstream from piers).



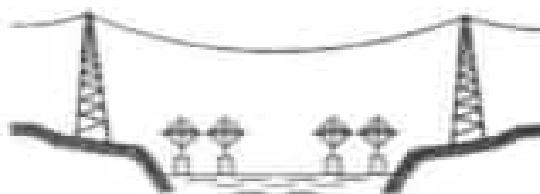
(2) Pole with radar reflector placed upstream and downstream from bridge piers.

11. Marking of overhead cables (*if necessary*).

(1) Radar reflectors secured to the overhead cable, giving a radar image of a series of points to identify the over head cable shall be —



(2) Radar reflectors placed on yellow floats arranged in pairs near each bank, each pair giving a radar image of two points side by side to identify the overhead cable shall be —

PART 6 — ADDITIONAL BUOYAGE AND MARKING OF LAKES
AND BROAD WATERWAYS

12. Marking of danger points, obstacles and special features.

(1) Provisions of cardinal marks are —

(a) the four quadrants (North, East, South and West) are bounded by the true bearings NW-NE, NE-SE, SE-SW, SW-NW taken from the point of interest ;

(b) a cardinal mark is named after the quadrant in which it is placed ; and

(c) the name of a cardinal mark indicates that the mark shall be passed on the side of the quadrant named.

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(1) Description of cardinal marks



(a) North cardinal mark shall be with —

(i) colour - black above yellow ;

(ii) form - pillar or spar, with topmark ;

(iii) topmark - two black cones, one above the other, points upward ;

and

(iv) light (when fitted) —

colour - white

rhythm - group quick scintillating or group scintillating, with a group of six flashes followed by a long flash of not less than two seconds duration.

(b) East cardinal mark shall be with —

(i) colour - white ;

(ii) rhythm - continuous quick scintillating or continuous scintillating ;

(iii) colour - black with a single broad horizontal yellow band ;

(iv) form - pillar or spar, with topmark ;

(v) topmark - two black cones, one above the other, base to base; and

(vi) light (when fitted)-

colour - white

rhythm - group quick scintillating or group scintillating, with a group of three flashes.

(c) South cardinal mark shall be with —

(i) colour - yellow above black ;

(ii) form - pillar or spar, with topmark ;

(iii) topmark - two black cones, one above the other, points downward

; and

(iv) light (when fitted) -

colour - white

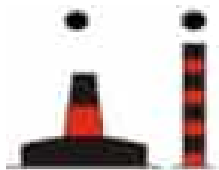
rhythm - group quick scintillating or group scintillating, with a group of six flashes followed by a long flash of not less than two seconds duration.

(d) West cardinal mark shall be with —

- (i) colour - yellow with a single broad horizontal black band ;
- (ii) form - pillar or spar, with top mark ;
- (iii) top mark - two black cones, one above the other, point to point
- (iv) light (when fitted) —
 colour - white
 rhythm - group quick scintillating or group scintillating, with a group of nine flashes.

(3) Isolated danger marks

An isolated danger mark is a mark erected on, or moored above an isolated danger which has safe water all around it with —



- (a) colour - black with one or more broad horizontal ;
 - (b) form - any (generally pillar or spar) with topmark ;
 - (c) topmark - two black spheres, one above the other ;
 - (d) light (when fitted) —
 (i) colour - white ; and
 (ii) rhythm - group flashing (group of two flashes)
13. Marking of the axis of a channel, the middle of a channel or a landfall
 Safe-water marks shall be with —
 (a) colour – red and white vertical stripes;



- (b) form- spherical buoy, pillar or spar with topmark;
- (c) topmark - (if any) single red sphere; and
- (d) light (when fitted)-
 (i) colour - white,
 (ii) rhythm - isophase, single-occulting, one long flash every 10 seconds or Morse code “A”.

14. Weather signs and signals on lakes

(1) A yellow light producing about 40 flashes per minute constitutes a “caution” warning.

(2) The “caution” warning indicates the probable on set of a dangerous phenomenon without specifying the time.

(3) A yellow light producing about 90 flashes per minute constitutes a “danger” warning.

(4) The danger warning indicates the imminent arrival of a dangerous phenomenon.

PART 7 — MARKING OF PROHIBITED OR RESTRICTED AREAS

15. Special marks shall be with —

(1) colour- yellow ;

(2) form - any, but different from navigational marks ;

(3) topmark (if any)-single yellow ; and

(4) “X”shape light (when fitted) are —

(a) colour-yellow, and

(b) rhythm-any, other than those described in part 6 of this Schedule.

16. The nature of the prohibition or restriction shall, as far as practicable, be made clear in writing (for instance, in charts) and by local information.

17. Local information may be carried on yellow buoys or be given by means of top marks placed on such buoys in lieu of a topmark as prescribed in this part, for example, buoys at the edge of a zone where navigation is totally prohibited may carry a staff with a rigid, triangular red pennon.

18. Information may be given on boards placed on the bank and representing any of the prohibitory or informative signs prescribed in the prohibitory sign A and informative sign E of the Seventh Schedule to these Regulations and such boards may, if necessary, be supplemented by an arrow indicating the direction of the area to which the sign applies.

19. Where a shore zone in which one or more types of vessel or activity is prohibited or restricted is crossed by a channel in which one of such type of vessel or activity is not prohibited or restricted, except as regards an entrance to a harbour to which part 2 of this Schedule applies, the sides of that channel may, again, be marked by yellow buoys and the upper parts of the two buoys at the entrance may, if necessary, be painted red on the right-hand side and green on the left-hand side for a Boatmaster leaving the channel.

20. Boards prescribed in signs E.15 to E.20 of the Seventh Schedule to these Regulations, may indicate the type of craft or activity permitted on the bank (such as the “water skiing” permission sign to indicate a water-skiing channel across an area where all navigation, or only water skiing, is prohibited) and the markings may be supplemented by the arrow prescribed in paragraph 5 of the Seventh Schedule 7 to these Regulations.

21. Where a zone open for more than one activity is crossed by a channel in which only one activity is permitted, the sides of that channel may be marked as prescribed in paragraph 19 of this Schedule.

22. A board on the bank may indicate the activity permitted.

PART 8 — BUOYS FOR MISCELLANEOUS PURPOSES

23. Where a buoy is required for any purpose other than that referred to in this Schedule, it shall be predominantly white and may carry pictograms.

PART 9 — ENTRANCES TO HARBOURS

24. Marking of the entrance.

(1) By day to —

(a) port of a vessel entering, by a red device, generally cylindrical, a post with a cylindrical red topmark or a red rectangle painted in the jetty ; or

(b) starboard of a vessel entering, by a green device, generally conical, or a post with a conical green topmark or a green triangle point upward, painted on the jetty.

(2) At night the day markings described in subparagraph (1) of this paragraph may be illuminated.

(3) Where lights are used —

(a) to port of a vessel entering, by a red light, generally rhythmic ;

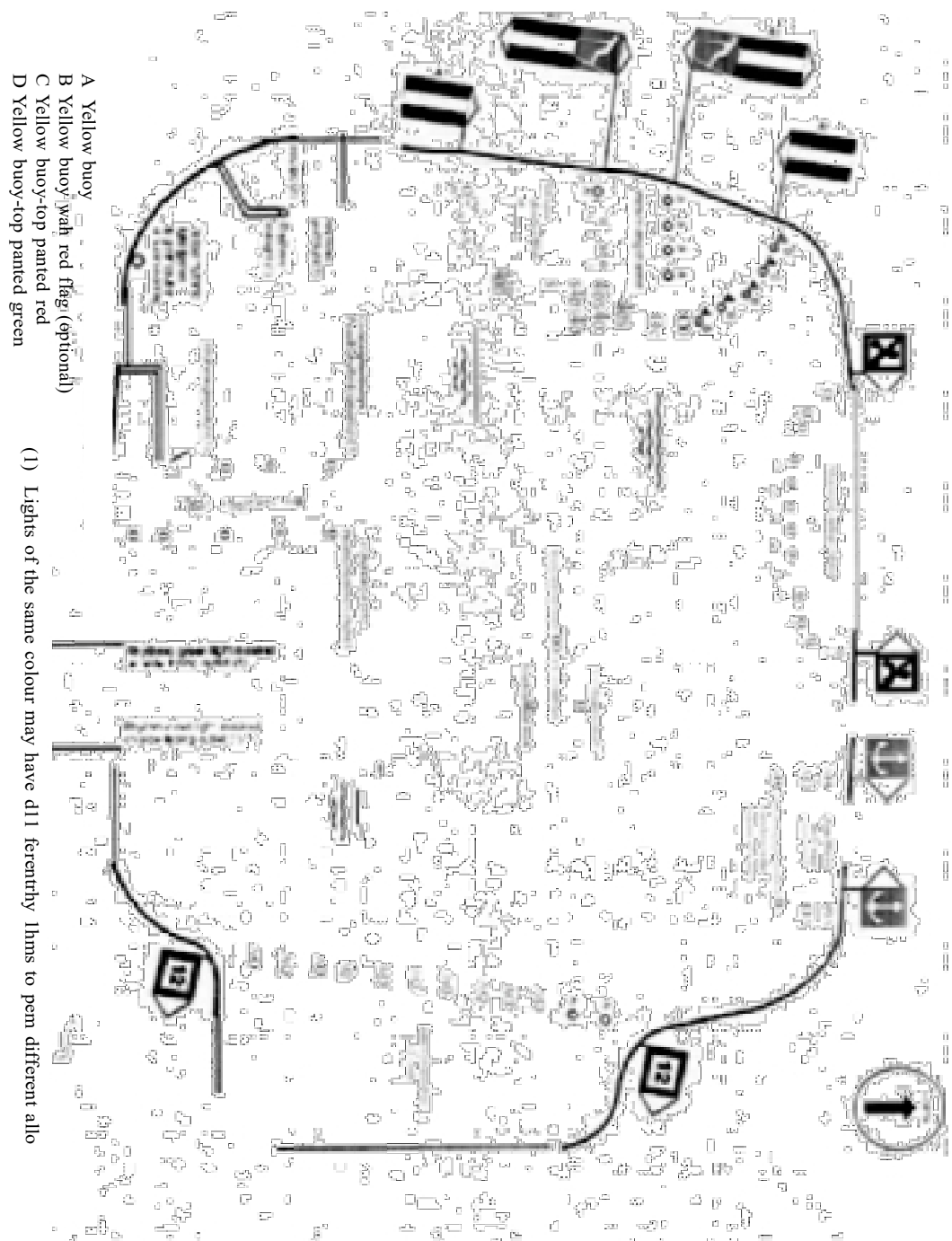
(b) to starboard of a vessel entering, by a green light, generally rhythmic ; or

(c) in certain cases,

only one of these lights may be used.

25. This marking may be used for entrances to tributary waterways, entrances to secondary arms of waterways and entrances to docks.

26. The following sketch illustrates the provisions of Parts 6, 7 and 9 of this Schedule.



NINTH SCHEDULE

USED-OIL LOG

1. Making-out of used-oil logs

(1) The first used-oil log, carrying order number 1 on page 1 of the log book, is issued only by the authority that issues out the vessel's certificate.

(2) The authority shall also enter the required particulars on page1.

(3) Subsequent logs, numbered by order, shall be made out by a competent local authority, but shall be issued on presentation of the previous log.

(4) The previous log shall be indelibly stamped "Not valid" and returned to the Boatmaster.

(5) It shall be kept on board for six months following the last entry.

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Order No. :

.....
Type of vessel *Name of vessel*

Official number or tonnage measurement number :

Place of issue :

Date of issue -

This log contains.....pages

Seal and signature of the authority issuing the log

.....

Oily and greasy wastes accepted, occurring during the operation of the vessel —

Waste oil L

Bilge water from —

Aft engine room : 1

Fore engine room : 1

Other premises : 1

Other oily and greasy waste —

Used rags kg

Waste grease kg

Used filters units

Receptacles units

.....
.....

Other comments —

.....
.....

Place : Date-

Seal and signature of the reception facility

.....

TENTH SCHEDULE

LIST OF CLASS I WATERS (OPEN WATERS)

1. The River Niger from the Nigerian, Niger or Benin border through the Nun and Forcados distributaries to the Atlantic Ocean.
2. The River Benue from the Nigerian or Cameroun border to its confluence with River Niger at Lokoja.
3. The Cross River from the Nigerian or Cameroun border to the Atlantic, Ocean and all its distributaries.
4. Rivers Sokoto, Kaduna, Gerio, Gongola, Taraba, Donga, Katsina-Ala, Anambra, Ogun, Oluwa, Osse, Benin, Imo and Akwa Ibom.
5. The intra-coastal route from Badagry, along the Badagary creek to Lagos through Lagos Lagoon to Epe, Lekki Lagoon to Iwopin, along Omu Creek, Talifa Kiveito Atijere, Akata, Aboto, Oluwa River to Okitipupa and onto Igbekebo, Arogbo, Ofunama, Benun Creek to Warri, also the canal running from Araromi through Aiyetoro, Imelumo to Benin River and from Aiyetoro through Mahin Lagoon to Igbokoda.
6. The waterway from Warri along the Forcados, River through Frukana, Siam, Bomadi, Angalabiri, Patani, Torofani, down River Nun to Agberi, Kaiama, Sabagreia, Gbaran Creek, Agudama, Ekpetional into Ekole Creek to Yenaka, Yenagoa, Sangalato Mbiakpaba, on to Okokokiri, Ofokpota, Olagaga, Nembe, Adema, Agoribiri Creek to Egbema, Degema, Sombreiro River to Hanya Town, Ogbakiri to PortHarcourt.
7. The waterway from Port Harcourt through Amadi Creek down Bonny River, on to Opobo Channel Adoni River through Andoni Flats, Tellifier creek, Imo River Shooter, Creek Widenham Creek, Effiat-Mbo Creek, Cross River estuary to Oron and Calabar.
8. River Benin, Ethiope, Ossiomo, Onne, Aba, Azumini, Olomum, Siluko, Talifa, Forcados, Penington, Escravos, Warri, Ramos, Dodo, Bonny, Middleton, Fishtown, Sengana, Brass of Nicholas, Santa Barbara. San Batholomew, Sambriero, New Calabar, Mbo, Riodel Rey, Uruan and Akwayefe.
9. Creeks Odiana, Agamama Tora, Nembe, Krakama, Buguma, Bille, Finima, New Calabar, Ekole, Cawthoprne channel, Ikena-Bakassi, Omu, Kwato (Gwato), Adagbarassa, Chananomi, Okpko, Jones Kulama, Ikebiri, Nikorogba, Sagbama, Egbedi, Kolo, Laylor and Hughes Channel.
10. The Orashi River from Oguta Lake to Ebocha, Omoku, Kreigani, Moiam, Okariki, Egbema and Sombreiro River.

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ELEVENTH SCHEDULE

LIST OF CLASS II WATERS (SHELTERED WATERS)

1. Lakes Mahin, Oguta, Osiam Ehomu, Gerio and Kainji.
2. Lake Chad (the part within Nigeria).

TWELFTH SCHEDULE
ADDITIONAL PROVISIONS

PART I — VISUAL SIGNALS (MARKING) ON VESSELS

1. Night marking for motorised vessels proceeding alone

- (1) A single motor vessel shall carry—
 - (a) a masthead light ;
 - (b) side lights ; or
 - (c) on vessels with a width of more than five metres, three stern lights placed in a triangle with the base downwards or, on vessels with a width of not more than five metres, one stern light placed on the centre line of the vessel.
- (2) A vessel 50metres but not more than 110metres long, may carry a second masthead light placed behind and above the forward light.
- (3) A vessel 110metres or more long shall carry a second masthead light.
- (4) Motorised displacement passenger vessel operating on ferry services or intra-urban lines within the limits of port water and motorised ferry shall, when under way, carry in addition to the lights prescribed in subparagraph (1), (2) and (3) of this Schedule, a yellow flashing light visible from all directions placed above the masthead light.

2. Night marking for pushed convoys

- (1) The pushing vessel shall carry —
 - (a) three masthead lights placed in the same plane in an equilateral triangle with the base downwards, the top light to be placed on the centre line of the vessel ;
 - (b) side lights ; and
 - (c) three stern lights placed in the same plane in an equilateral triangle with the base downwards and above it a towing light, except that a vessel with a width of 5 metres or less shall carry only a towing light.
- (2) Pushed vessels shall carry in the case of a —
 - (a) single vessel, one masthead light at the bow ; or
 - (b) convoy, one masthead light at the bow of each leading vessel.

3. Additional night marking for vessels carrying out certain transport operations involving dangerous substances

- (1) Vessels carrying out the transport operations involving —
 - (a) dangerous substances of classes 1 and 2 and referred to in sign B.1 in the Seventh Schedule to these Regulations ;

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(b) marginal 10 500, of the European provisions concerning the IMDG applicable to inland waterways ; or

(c) vessels that have not been degassed following the transport of such substances,

shall carry, in addition to the lights prescribed in these Regulations, two red masthead lights placed below the forward white light.

(2) Vessels carrying out transport operations involving dangerous substances of classes 3, 4 (other than ore or coal), 5, 6 or 7 or vessels that have not been degassed following the transport of such substances shall carry, in addition to the lights prescribed elsewhere in these regulations, one red masthead light placed below the forward white light.

(3) Towing vessels or pushers shall carry, in addition to the lights prescribed in these Regulations, if the convoy contains vessels referred to in paragraph —

(a) 1 of this Schedule, two red masthead lights placed above the white lights or the triangle ;

(b) 2 of this Schedule, one red masthead light placed above the white lights or the triangle ; or

(c) 1 and 2 of this Schedule (mixed convoy), two red masthead lights placed above the white lights or the triangle.

4. Night marking for ferry-boats under way

(1) Ferry-boats not moving independently shall carry —

(a) a white light visible from all directions, placed at a height of not less than 5metres and this height may be reduced to 3metres if the ferry-boat is not more than 15metres long ; or

(b) a yellow light visible from all directions, placed about 1metre above the light referred to in subparagraph (a) of this paragraph.

(2) The leading boat or float of a longitudinal-cable ferry-boat shall carry a white light visible from all directions, placed not less than 3metres above the water level.

(3) The ferry cable shall be illuminated near each bank by lights covered at the top by protective visors.

(4) A motor vessel engaged in ferry traffic by pushing, towing on a cable or alongside a non-self-propelled vessel (ferry) shall carry, in addition to the prescribed lights, a flashing yellow light visible from all directions.

(5) The non-self-propelled vessel shall carry if —

(a) pushed, one white masthead light ;

(b) towed and less than 50metres long, one white light visible from all directions ; or

(c) towed and more than 50metres long, two lights visible from all directions, placed at the bow and stern.

PART II — RULES OF THE ROAD

5. Small sized craft

(1) Small sized craft shall remain outside the limits of the channel or of the prescribed traffic lanes.

(2) Where waterway conditions makes it impossible, small sized craft may proceed along the channel within 10metres of its right-hand edge and in doing so, they shall not hamper other vessels' movement or manoeuvring in the channel and shall let them pass in good time without the exchange of sound or visual signals.

(3) Small sized craft may not require other vessels to give way to them.

(4) Where two small sized craft cross in a manner that there is a risk of collision, the following rules shall apply —

(a) motorised small sized craft shall give way to all other small sized craft ; or

(b) small sized craft that are neither motorised nor under sail shall give way to small sized craft under sail.

(5) When two craft under sail cross in a manner that there is a risk of collision, one of them shall give way to the other, where —

(a) each craft has the wind on a different side, the craft with the wind on the port side shall give way to the other ;

(b) both craft have the wind on the same side, the craft which is to windward shall give way to the craft to leeward ; or

(c) a craft which has the wind on the port side sees another craft to windward and cannot determine with certainty whether the other craft has the wind on the port or on the starboard side, it shall give way to that other craft though, a craft which is on the starboard side of the channel shall maintain its course.

(6) A small sized craft and craft under sail may, if necessary, cross the channel (traffic lane or recommended course) or make turns involving crossing of the channel, generally astern of passing vessels and the crossing shall be effected at an angle of close to 90 degrees and in as short as time possible.

(7) Any manoeuvre ahead of an approaching vessel shall be made not less than 1km from it.

(8) Small sized craft and craft under sail may not, except when they are performing work-related tasks —

(a) manoeuvre or stop in the vicinity of, or in the spaces between other vessels, dredgers or floating cranes that are under way or stationary ;

(b) stop or anchor within the limits of the channel (traffic lane or recommended course) or near floating navigation signs ; or

(c) enter the channel in visibility of less than 1km and craft under sail may not enter the channel at night.

6. Normal rules of meeting

(1) A vessel on sections with two-way traffic shall proceed along the right-hand side of the traffic lane or, where that is difficult (because of waterway, hydrometeorological or other conditions), shall —

(a) keep to the centreline of the channel, remaining ready to pass safely to port of on coming vessels ; and

(b) where necessary and safe, veer in good time to starboard and continue in that manner until the oncoming vessel has been left astern.

(2) The vessel proceeding upstream shall first, and in good time or, in the event that its field of view is restricted by waterway conditions, on sighting an oncoming vessel coordinate its actions by radiotelephone and give a visual signal from its port side.

(3) The vessel proceeding downstream shall accept the side designated for passing and confirm it without delay by giving a visual signal.

(4) Where passing is difficult as a result of waterway conditions or any other reason, a vessel proceeding upstream shall, immediately it detects a vessel proceeding downstream —

(a) regulate its own movement in a manner that the meeting occurs at the most convenient place ; and

(b) where necessary and safe, veer in good time to starboard and pass the oncoming vessel to port.

(5) Where two vessels are meeting in a manner that there is a risk of collision, each vessel shall alter its course to starboard so as to pass to port of the other.

(6) Vessels which do not have properly functioning radiotelephone sets and vessels which have been unable to communicate with each other by radiotelephone shall exchange sound signals when passing.

7. Departures from normal rules of meeting

In the event that passing an oncoming vessel to port is impossible, the vessel proceeding upstream shall —

(a) move in good time to the most convenient place on the left-hand side of the channel ; and

(b) where necessary and safe veer to port and pass the oncoming vessel to starboard and, it shall coordinate its actions in advance by radiotelephone and by visual signals from its starboard side.

8. Navigation when passing floating equipment at work, grounded or sunken vessels or vessels with a limited ability to manoeuvre

(1) A vessel approaching a dredger at work in the channel or a grounded vessel shall, at a distance of not less than 1km, give the sound signal “Caution” (one long blast) and agree on the passing side by VHF radio.

(2) A dredger engaged in deepening the channel shall free enough of the channel for the vessel to pass and shall indicate the passing side —

(a) at night, by two scintillating awning lights (green if the dredger has moved to the left-hand side and red if it has moved to the right) ; or

(b) in the daytime, by a rhythmic light signal or a flag signal.

(3) A dredger engaged in clearing the channel shall indicate the passing side —

(a) at night, by one quick flashing light visible from all directions, white if it is working on the left-hand side of the channel and red if it is working on the right ; or

(b) in the daytime, by a rhythmic light signal or a flag signal.

(4) On receiving the permission signal, the vessel shall give a visual signal from the side concerned and proceed, taking the requisite precautions.

(5) The exchange of signals with, and the passing of a vessel engaged in underwater or diving operations in the channel (raising of wrecks, laying of pipes or cables or as may be applicable) or a grounded vessel shall be effected in the same way as for dredgers engaged in clearing the channel.

(6) Where vessels are simultaneously approaching a dredger from upstream and downstream, the vessel proceeding downstream or, irrespective of its direction, the high- speed vessel shall pass first.

(7) Where passing is impossible, dredgers and grounded vessels shall give the “Warning” signal (series of short blasts) in good time, but not less than 1 km from the approaching vessel.

(8) A vessel which has received the “Warning” signal shall immediately stop until it receives permission to proceed without further inquiry.

(9) A dredger shall not allow hopper barges servicing it to approach or move away while vessels are passing it.

PART III — PASSAGE UNDER BRIDGES AND THROUGH WEIRS AND LOCKS

9. Passage under bridges

(1) Passage under bridges shall be permitted only through bays intended for that purpose and equipped with navigation signs and lights approved under the State standards in force.

(2) The centreline of the navigable bays of fixed bridges shall be indicated by—

(a) square boards, for the passage of vessels proceeding upstream ;

(b) diamond shaped boards, for the passage of vessels proceeding downstream ;

(c) round boards, for the passage of convoys of rafts ; or

(d) triangular boards, for the passage of small size craft.

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(3) The colour of the boards shall be red or white, depending on whether the background formed by the bridge structure is light or dark.

(4) The lights on the boards shall be continuous by —

(a) two red lights placed in the vertical for vessels coming from downstream or upstream ; or

(b) two green lights placed in the vertical for convoys of rafts.

(5) To indicate the overhead clearance and the sides of the channel in bridge bays, 1, 2, 3 or 4, green or white square boards shall be installed on each bridge pier or at each side of the channel.

(6) The number of boards will show the height of the bay measured from the water level to be up to 10, 13, 16 metres or more respectively and all lights shall be green and fixed.

(7) To indicate the navigable bay of a movable floating bridge, three lights shall be installed, two on the mobile part of the bridge and one at the end of the non-moving part.

(8) The lights shall be fixed with red lights on the right-hand bank and green lights on the left-hand bank.

(9) The passage of vessels through movable or floating bridges shall be regulated by the bridge owners with the help of traffic-light signals, in accordance with the following conventions —

(a) one or more red lights shall mean “Passage prohibited” ; or

(b) one or more green lights shall mean “Passage permitted”.

(10) When approaching floating bridges, vessels shall, at a distance of not less than 1 km, give the “Caution” signal.

(11) When passing under movable or floating bridges, vessels shall comply with the instructions of the body authorized to regulate navigation.

(12) When vessels are simultaneously approaching a bridge having a single navigable bay from upstream and downstream, the vessel proceeding downstream or, irrespective of its direction, the high-speed vessel shall pass under the bridge first.

(13) When visibility is less than 1 km, vessels and pushed convoys shall only be permitted to pass under bridges if the navigable bays are fitted with navigation aids that enable the bays to be recognized reliably at a distance of not less than 0.5 km and vessels shall orient themselves with confidence (visually or with the aid of instruments) on the approach to them.

10. Passage through weirs

(1) Passage through an opening in a weir shall be permitted if the opening is marked to the right and to the left by signs of —

(a) two red lights at the upper and lower corners of the opening to the right ; or

(b) two white lights at the same points to the left.

(2) Prohibition of passage through an opening in a weir shall be indicated by one or more red lights or in the daytime by red-white-red boards.

11. Passage through locks

(1) Vessels proceeding towards locking shall notify the lock controller by radiotelephone not less than 1.5 hours before hand or, where this is impossible, as soon as reliable communication is established of the estimated time of approach to the limits of the lock.

(2) The Boatmaster shall, on approaching the limits of the lock, but at a distance of not less than 1 km, request from the lock controller by radiotelephone detailed information concerning the order of locking and give notice of readiness for locking.

(3) Passenger hydrofoils and hovercraft shall, in the event of joint locking, enter the lock chamber last and be positioned in a manner that the only displacement vessels on their beam are small sized craft.

(4) Vessels carrying explosive or toxic substances shall enter locks in accordance with the locking schedule without stopping at tie-up walls.

(5) On vessels heading for locking, the crew shall check the steering and the propelling-machinery remote-control system for reliability of operation, as well as the presence of the requisite air pressure in the starting-air bottles for the main engines.

(6) Vessels (convoys) shall enter locks at a safe speed to avoid damaging the gates, protective devices or other vessels present in the lock and so that they can be stopped at their designated mooring places.

(7) It is recommended that, on displacement vessels having two or more main engines, one of the engines be put into reverse in good time.

(8) Vessels having a length of more than 75 metres shall be moored by not less than two mooring lines on one side.

(9) For mooring to lock-chamber bollards, the lock staff shall apportion the requisite number of mooring hands.

(10) Mooring to floating mooring rings shall be effected by the crew of the vessel.

(11) Joint locking of vessels shall be permitted as follows —

(a) tankers and petroleum-product convoys may carry cargoes or residues of any class in any combination ;

(b) dry-cargo vessels or convoys other than vessels carrying toxic, explosive or other flammable cargoes and dredgers and marker vessels with tankers may carry petroleum products or residues having a vapour flashpoint of 60 °C or higher ; or

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(c) passenger vessels including high-speed vessels with dry-cargo vessels or convoys other than vessels carrying toxic, explosive or inflammable cargoes, dredgers and marker vessels, as well as with tankers may carry fuel oil or residues of it, that is at a temperature of not more than 45° C and has a vapour flashpoint of 60° C or higher.

(12) In the event of joint locking, the following rules shall apply —

(a) tankers shall, as a rule, enter the lock and take up position first ;

(b) mooring of passenger vessels abeam of tankers shall be prohibited and the gap between a tanker and a passenger vessel shall not be less than 10metres ;

(c) dry-cargo vessels may be placed in a lock chamber abeam of a tanker, provided that the gap between the sides of the vessels is not less than 1metre ; or

(d) tankers and other vessels that are locked jointly shall take the special fire precautions provided for in such cases.

(13) Compliance with the instructions of the lock controller (watch-leader) concerning the positioning of vessels along tie-up walls, the order of locking and the positioning of vessels in the lock chamber shall be mandatory for the Boatmasters of all vessels, who shall confirm receipt of the instructions by radiotelephone or, where the radiotelephone is out of order, by a sound signal.

(14) Where a Boatmaster considers that an instruction he has received cannot be carried out, he shall inform the lock controller accordingly and may not take any action until an agreed decision has been reached.

12. Entering and leaving locks

(1) Vessels may only enter a lock chamber, move from one chamber to another or leave a chamber where the entry or exit traffic light shows a green signal.

(2) In the event of two-way locking, the vessels may only begin to move into the lock when the intermediate traffic light shows a green signal light and in such case, a vessel may only continue moving with the permission of the lock controller as recorded in writing in the vessel's log and the lock records.

PART IV — REDUCED VISIBILITY — NAVIGATION BY RADAR

13. General rules for navigation in visibility of less than 1km

(1) The provisions of this paragraph shall apply to all vessels and convoys, with the exception of small sized craft and craft under sail, during navigation in visual visibility of less than 1km on inland waterways where the marking is to the sides and during navigation on waterway sections with navigation signs that are not illuminated at night.

(2) Vessels shall be permitted to move in visibility of less than 1km if they have on board and use a radar set and device indicating their rate of turn that are in good working order.

(3) A vessel which has detected the presence of another vessel by radar shall determine whether a situation of excessive proximity and danger of collision is developing and if that is the case, it shall take action in good time to pass.

(4) In a situation of excessive proximity and danger of collision where the action is to change course, a vessel shall where practicable avoid —

(a) changing course to port if the other vessel is forward of its beam and is not being overtaken ; or

(b) changing course towards a vessel that is on or abaft its beam.

(5) In visibility of less than 1km, vessels and convoys proceeding in the same direction that do not intend to overtake one another shall maintain a safe distance, which shall not be less than five times the vessel's braking distance at the speed in question.

(6) In visibility of less than 1 km, vessels shall agree in good time by radiotelephone on the most convenient point for passing and shall only pass each other to port as follows —

(a) a vessel proceeding upstream shall, on approaching the agreed point, veer aside or reduce speed to a minimum and pass the oncoming vessel (convoy) to port ;

(b) a vessel proceeding downstream shall, on approaching the agreed point, reduce speed in good time to a minimum, veer to starboard where necessary and safe and continue in that manner until the oncoming vessel has been left astern ; or

(c) a vessel proceeding upstream shall pass a convoy of rafts on the side indicated by the vessel towing the convoy.

(7) A vessel that is overtaking another in visibility of less than 1km shall, by radiotelephone, obtain permission to overtake and reach agreement on the overtaking point and the precautions to be taken by each vessel.

(8) Vessels and convoys shall only be overtaken on their port side.

(9) Convoys of rafts shall be overtaken as indicated by the raft-convoy master.

B 4472**MANNING LIST FOR INLAND RIVER VESSEL**

<i>S/N</i>	<i>Vessel</i>	<i>Manning crew</i>	<i>Qualification certification</i>
1.	Conventional dredger	Dredger master engineer deckhand	MEA/STCW 2010MEA/OND MEC/MARI, STCW 2010 EDH & STCW 2010
2.	Dredger (Chinese technology)	Dredger Master engineer deckhand	MEA/STCW 2010MEA/OND MEC/MARI, STCW 2010 EDH & STCW 2010
3.	House boat	Boatmaster deckhand	River master, EDH, STCW 2010 EDH & STCW 2010
4.	Cruise yatch	Boatmaster engineer deckhand oilers	River master, EDH, STCW 2010 MEA/OND MEC/MARI, STCW 2010 EDH & STCW 2010 EDH & STCW 2010
5.	Plesure boat/Speed boat	Boatmaster deckhand	Boat Drivers License (BDL) PDSC, River master, EDH, STCW 2010 EDH & STCW 2010
6.	Boatmaster engineer deckhand x2	—	River master, EDH, STCW 2010 MEA/OND MEC/MARI, STCW 2010 EDH & STCW 2010
7.	Dump barges	Barge man	EDH, STCW 2010
8.	Horpper Dredger	Boatmaster engineer deckhand x2 oiler & greaser	River master, EDH, STCW 2010 MEA/OND MEC/MARI, STCW 2010 EDH & STCW 2010 EDH & STCW 2010
9.	Tug boat (miscellaneous vessels)	Boatmaster engineer deckhand x2 oiler	River master, EDH, STCW 2010 MEA/OND MEC/MARI, STCW 2010 EDH & STCW 2010 EDH & STCW 2010
10.	Ferries	Boatmaster Chief Engineer Engineer deckhand x2 (>200GT XI)	River master, EDH, STCW 2010 MEA/OND MEC/MARI, STCW 2010 MEA/OND M.E/STCW 2010 EDH & STCW 2010
11.	Dingy/Rowboats	Operator	Boating safety course

MANNING LIST FOR INLAND RIVER VESSEL—*continued*

<i>S/N</i>	<i>Vessel</i>	<i>Manning crew</i>	<i>Qualification certification</i>
12.	Trawlers/Fishing boat	Boatmaster first mate boatswain deckhands	River master, EDH, STCW 2010 River master, EDH, STCW 2010 (Assistant Boatmaster) EDH, STCW 2010 (experienced deckhand) EDH, STCW 2010

THIRTEENTH SCHEDULE

PROVISIONS RELATING TO OFFENCES AND PENALTIES ON THE WATERWAYS

1. General provisions

Any person convicted for an offence under these Regulations shall, in addition to any penalty as may be imposed, be liable to pay any expenses incurred in the inspection and repair of any damage caused by such offence.

<i>No.</i>	<i>Offence</i>	<i>Penalty</i>
1.	Manning Violations	(a) vessels not more than 15 GRT — ₦5,000.00 per person ; (b) vessels above 15 GRT but less than 50 GRT - ₦15,000.00 per person ; and (c) vessels above 50 GRT - ₦50,000.00.
2.	Vigilance and good navigational practice violation.	₦50,000.00.
3.	Obstruction of navigable waterways and damage to the environment.	₦20,000.00.
4.	Violation of use of the waterways.	₦30,000.00.
5.	Overloading.	(a) up to 50 GRT - ₦20, 000.00 ; and (b) above 50 GRT - ₦50,000.00.
6.	Underage Boatmaster	₦10,000.00 and withdrawal of the operational permit of the affected vessel on subsequent offence.
7.	Failure to produce valid document on board	₦10,000.00 and detention of the craft until valid document is produced.
8.	Failure to produce a copy of applicable navigational regulations on board.	₦5,000.00.
9.	Carrying dangerous objects which constitute danger to persons, vessels, installations of any kind and environment on or adjacent to the waterways.	₦50,000.00 and in addition, offender shall be liable to pay any expenses incurred in the inspection and repair of any damage caused by such offence.
10.	Tampering or removal of waterways signs and markings or rendering them unfit for use.	₦20,000.00 and in addition, shall pay any expenses incurred in the inspection and repair of any damage caused by such offence.
11.	Damage or destruction of permanent structures along the waterways.	₦20,000.00 and in addition, shall pay any expenses incurred in the inspection and repair of any damage caused by such offence.

<i>No.</i>	<i>Offence</i>	<i>Penalty</i>
12.	Dumping of refuse, solid waste and other material in or along the waterways.	₦20,000.00 for individual, ₦200,000.00 for vessel and corporate body and in addition, shall pay any expenses incurred in the inspection and repair of any damage caused by such offence.
13.	Discharge of toxic and hazardous or mixed of such waste into waterways.	₦20,000.00 for individual, ₦200,000.00 for vessel and corporate body and in addition, shall pay any expenses incurred in the inspection and repair of any damage caused by such offence.
14.	Failure of Boatmaster or a Crew member to remain on board or near site of an accident until a competent authority is notified.	₦50,000.00 and in addition, shall pay any expenses incurred in the inspection and repair of any damage caused by such offence.
15.	Failure to clear as soon as possible grounded or sunken vessels, grounded assemblies of floating materials or an object lost by a vessel or assembly of floating material causing total or partial obstruction of the channel.	₦200, 000.00 and in addition, shall pay any expenses incurred in the inspection and repair of any damage caused by such offence for further abandonment of the vessel for a longer period.
16.	Failure to carry valid ship papers.	₦10,000.00 and detention of craft until valid documents are produced.
17.	Life Saving Appliances (LSA) violation.	₦10,000.00.

2. Mark and Draught Scales on Vessel, Tonnage Measurement

1.	Identification marks on vessels other than small craft violation.	₦10,000.00.
2.	Identification marks on small craft violation.	₦5,000.00.
3.	Identification marks on vessels other than small craft violation.	₦10,000.00.
4.	Identification marks on vessels other than small craft violation.	₦10,000.00.
5.	Identification marks on vessels other than small craft violation.	₦10,000.00.

B 4476**3. Visual Signals (Marking) on Vessels**

1.	Lights violation	₦10,000.00.
2.	Boards, flags and pennant violation	₦10,000.00.
3.	Prohibited lights and signals violation.	₦10,000.00 and confiscation of such prohibited lights.
4.	Emergency lights violation.	₦10,000.00.
5.	Prohibited use of lamps, searchlights, boards, flags violation.	₦10,000.00.
6.	Marking for motorized vessels proceeding alone violation.	₦20,000.00.
7.	Marking for towed convoys underway violation.	₦20,000.00.
8.	Marking for pushed convoys underway violation.	₦20,000.00.
9.	Marking for side-by-side formations underway violation.	₦25,000.00.
10.	Marking for sailing vessels underway violation.	₦15,000.00.
11.	Marking for small craft underway violation.	₦5,000.00.
12.	Additional marking for vessels carrying out certain transport operations involving dangerous substances violation.	₦20,000.00.
13.	Marking of vessels authorized to carry more than 12 passengers with a hull length of not more than 20m violation.	₦10,000.00.
14.	Marking for ferry-boats underway violation.	₦20,000.00.
15.	Additional marking for vessels enjoying priority of passage violation.	₦20,000.00.
16.	Additional marking for vessels unable to manoeuvre violation.	₦20,000.00.
17.	Marking for assemblies of floating material and floating establishments underway violation.	₦50,000.00.
18.	Marking for stationary vessels violation.	₦30,000.00.
19.	Additional marking for stationary vessels carrying out certain transport operations involving dangerous substances violation.	₦35,000.00.
20.	Marking for ferry-boats made fast at their landing-stage violation.	₦5,000.00.
21.	Marking for assemblies of floating material and floating establishments when stationary violation.	₦30,000.00.

22.	Marking for nets or poles of stationary vessels violation.	₦10,000.00.
23.	Marking for floating equipment at work violation.	₦100,000.00.
24.	Marking for anchors that may be a danger to navigation violation.	₦20,000.00.
25.	Additional marking for vessels of the supervising authorities and fire-fighting services violation if concessioned.	₦20,000.00.
26.	Additional marking for vessels underway carrying out work in the waterway violation.	₦50,000.00.
27.	Additional marking for protection against wash violation.	₦10,000.00.
28.	Distress signals violation.	₦20,000.00.
29.	Prohibition of boarding violation.	₦10,000.00.
30.	Prohibition of smoking violation.	₦10,000.00.
31.	Prohibition of lateral berthing violation.	₦10,000.00.
32.	Additional marking for vessels whose ability to manoeuvre is limited violation.	₦15,000.00.
33.	Additional marking for vessels used for underwater diving violation.	₦15,000.00
34.	Additional marking for vessels on river guide service violation, if concessioned.	₦10,000.00

4. Sound Signals on Vessels — Radiotelephony

1.	Sound signal violation.	₦10,000.00.
2.	Radiotelephony violation.	₦10,000.00.

B 4478**5. Rules of the road**

1.	Crossing violations.	₦50,000.00 and in addition, shall pay any expenses incurred in the inspection and repair of any damage caused by such offence.
2.	Normal rules violations.	₦50,000.00 and in addition, shall pay any expenses incurred in the inspection and repair of any damage caused by such offence.
3.	Departure from normal rules violation.	₦50,000.00 and in addition shall pay any expenses incurred in the inspection and repair of any damage caused by such offence.
4.	Meeting boats towed from the bank violations.	₦50,000.00 and in addition, shall pay any expenses incurred in the inspection and repair of any damage caused by such offence.
5.	Meeting in narrow channel violation.	₦30,000.00 and in addition shall pay any expenses incurred in the inspection and repair of any damage caused by such offence.
6.	Meeting prohibited by waterways signs violation.	₦50,000.00 and in addition, shall pay any expenses incurred in the inspection and repair of any damage caused by such offence.
7.	Overtaking violation.	₦20,000.00.
8.	Overtaking prohibited by waterways signs violation.	₦30,000.00 and in addition, shall pay any expenses incurred in the inspection and repair of any damage caused by such offence.
9.	Unauthorized entry of spaces between vessels in towed convoy violation.	₦50,000.00 and in addition shall pay any expenses incurred in the inspection and repair of any damage caused by such offence.
10.	Trailing of anchors, cables or chains violation.	₦35,000.00.
11.	Drifting violation.	₦20, 000.00.
12.	Excessive wash or suction violation.	₦20,000.00.
13.	Convoy related violation.	₦50, 000.00.
14.	Suspension of navigation violation.	₦50, 000.00.
15.	Passage through weirs violation.	₦15,000.00.

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16.	Passage through locks violation.	₦20, 000.00.
17.	Priority of passage through locks violation.	₦20, 000.00.
18.	Reduced visibility violation.	₦100, 000.00.
19.	Sound signals when stationary violation.	₦100, 000.00.
20.	Vessels navigating by radar and vessels not navigating by radar violation.	₦100, 000.00.

Made at Abuja this 27th day of January, 2023.

MUAZU JAJI SAMBO
Honourable Minister of Transportation