

NIGERIAN PORTS AUTHORITY (PORT) REGULATIONS

[L.N. 134 of 1955. 154 of 1956.]

under section 45

[22nd December, 1955]

[Commencement.]

1. Short title

These regulations may be cited as the Nigerian Ports Authority (Port) Regulations and shall, with the exception of regulations 58 to 73, apply to all ports.

2. Interpretation

(1) In these Regulations, unless the context otherwise requires-

"**the Act**" means the Ports Act;

"**Authority**" means the Nigerian Ports Authority established under the provisions of the Act;

"by day" means between sunrise and sunset;

"by night" means between sunset and sunrise;

"cargo" includes all kinds of movable personal property other than animals;

"Collision Regulations" means the International Regulations for Preventing Collisions at Sea, 1948;

"dangerous goods" includes explosives, compressed, liquified and dissolved gases, corrosives, poisons, substances giving off inflammable vapours, substances which become dangerous by interaction with water or air, strong oxidising agents, and substances which are liable to spontaneous combustion;

"master" when used in relation to any ship means the master or other person for the time being in charge of such ship but does not include a pilot;

"oil" means oil of any description and includes spirit produced from oil of any description and also includes coal tar;

"owner", when used in relation to a ship, includes any part-owner, charterer, consignee, or mortgagee in possession thereof;

"pilot" means a person not belonging to a ship who has the conduct thereof;

"port" means each of the places specified in the First Schedule to the Act and a place declared to be a port in pursuance of section 6 of the Act within the limits declared for the port in pursuance of paragraph (b) of subsection (1) of the said section 6;

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

"prolonged blast" means a blast of from 4 to 6 seconds' duration;

"ship" includes any ship, vessel, tug, lighter, canoe or boat of any kind whatsoever whether propelled by steam or otherwise or towed, not being a ship propelled by oars, paddles or poles;

"short blast" means a blast of about one second's duration;

"small craft" includes barges, lighters, boats or canoes;

"steam whistle" includes any whistle or siren sounded by steam or other means;

"under way" when used in relation to a ship means when the ship is not at anchor, or moored, or made fast to the shore or aground and includes a ship dropping up or down a port with her anchor on the ground;

"quay" includes any quay, wharf, pier, breakwater or other landing place belonging to or operated by the Authority.

(2) In relation to any port-

"approach to a port" means any navigable channel declared to be an approach to that port under section 6 of the Act;

"dock superintendent" means a dock superintendent duly appointed by the Authority for that port and shall include his duly authorised deputies and assistants;

"harbour master" means a harbour master duly appointed by the Authority for that port under section 44 of the Act and shall include his duly authorised deputies and assistants.

Entrance of ships and their management while in a port

3. Application of Regulations and Collision Regulations

The master of a ship navigating in a port or in an approach to a port shall observe and obey these Regulations and the Collision Regulations so far as consistent therewith.

4. Harbour master to be notified of expected time of arrival of a ship

The owner or agent of a ship shall give as long notice as possible in writing to the harbour master of the expected date and time of arrival of a ship at a port.

5. Ships not to obstruct free passage

The master of a ship shall not cause or permit the ship to manoeuvre, come to anchor or be moored or placed so as to obstruct in any manner whatsoever the free passage of any part of a port.

6. Speed of ships

The master of a ship shall navigate the ship in a port at a moderate speed.

7. Draught of ships

The master of a ship within a port shall comply with any instructions of the harbour master regulating the draught of the ship.

8. Use of steam whistles prohibited

The master of a ship shall not cause or permit a steam whistle or other sound signal on the ship to be operated within a port, except as may be otherwise provided in these Regulations or the Collision Regulations.

9. Silencers to be fitted to mechanically propelled ships

No person shall navigate in a port any ship fitted with an internal combustion engine unless the ship is fitted with an efficient silencer to the satisfaction of the harbour master.

10. Emission of smoke

The master of a ship shall not cause or permit smoke in volume to be emitted from the ship within a port.

11. Ship's national colours in a port

The master of a ship shall cause the national colours of the country to which the ship belongs to be carried at the stern or at the gaff of the ship whenever the ship is under way in a port during the hours of daylight.

12. Ships in narrow channels

The master of a power-driven vessel navigating against the tide in a narrow channel in a port shall ease her speed, and if necessary, stop and allow another ship navigating with the tide to pass clear of her.

13. Ship not under command

Where a ship under way in a port or in the approach to a port becomes not under command the master of the ship shall, until such time as the lights or signals prescribed by the Collision Regulations have been exhibited, warn any approaching ship by sounding at intervals of not more than one minute three blasts of the whistle in succession, namely one prolonged blast followed by two short blasts.

14. Turning short round

The master of a power-driven vessel which is under way in a port and about to turn through 180 degrees shall warn an approaching ship by sounding four short blasts of the whistle in rapid succession followed after a short interval by one short blast if turning to starboard and two short blasts if turning to port.

15. Ships to keep clear when Flag "N" is exhibited

The master of a ship shall cause the ship to keep clear of any buoy, beacon, ship or place on which by day the letter "N" over "first substitute" of the International Code of Signals is hoisted and by night there is exhibited three lights in a vertical line one over the other, not less than six feet apart, the highest and lowest of the lights being red and the middle light white.

16. Signals for dredgers

Where a passage between a dredger when moored or in a dredging position or when engaged in mobile dredging in a channel or fairway and the side of the channel or fairway is obstructed by the moorings or operations of the dredger, the master of the dredger shall cause to be carried where it can best be seen a black ball or shape on the side of the dredger on which the channel or fairway is obstructed to indicate that the channel or fairway is obstructed on that side, or a black ball or shape on both sides of the dredger to indicate that the channel or fairway is obstructed on both sides.

17. Ships to pass other ships engaged on survey or underwater operations slowly

The master of a ship approaching another ship engaged in survey, underwater operations or dredging, shall sound three prolonged blasts of the whistle and shall not attempt to pass the other ship except at dead slow speed and on the side indicated as being safe to pass.

18. Navigation of small craft

(1) The master of a small craft shall not anchor in any channel or fairway within a port in such a way as to obstruct or interfere with ships navigating such channel or fairway.

(2) All small craft when passing or being passed in any channel or fairway within a port, whether by day or night, shall keep out of the way of ships navigating such channel or fairway; and before attempting to cross or enter waters usually navigated by ships the master of a small craft shall stop and observe that no ships are approaching.

19. Master to give notice of explosives etc., to harbour master

(1) The master of a ship, other than one of the ships of the Government of the Federation, loaded with explosives, petroleum or other inflammable liquids, or dangerous goods, shall on arriving at a port give notice thereof to the harbour master.

(2) The master of such a ship shall whilst the ship is within a port cause to be carried by day a red flag at the foremast and by night a red light visible all round for a distance of not less than two miles and at a height of not less than twenty feet above the deck.

20. Ship's guns to be unloaded on entering a port

The master of a ship other than one of the ships of the Government of the Federation, shall on the ship entering a port cause any loaded guns on board to be unloaded and to remain unloaded during the time the ship is in a port and except when a ship is in distress or in want of assistance the master shall not cause or permit a gun or rocket to be fired or blue light to be burned on board the ship while in a port without the permission of the harbour master.

21. Discharging firearms

No person shall keep or discharge a firearm loaded with ball or shot within a port.

22. Master to make declaration (if requested) on arriving at a port

The master of a ship arriving at a port shall (if requested by the harbour master) make, subscribe and deliver to the harbour master as soon as is practicable a declaration in the form to be obtained from him giving a true statement of-

- (a) the name and description of the ship;
- (b) the tonnage of the ship;
- (c) the name of the master;
- (d) the place from which the ship has arrived;
- (e) the port or place to which the ship belongs;
- (f) the draught of water of the ship;
- (g) particulars of the cargo;
- (h) the name and address of the owner and agent.

23. Master to deliver account of ballast. Ballast not to be discharged without permission

The master of a ship entering a port in ballast (other than water) shall, within twelve hours after the arrival of the ship, deliver to the harbour master a true account in writing of the quantity of such ballast and shall not discharge or cause or allow to be discharged any such ballast from the ship without the permission of the harbour master, or at any place within a port other than a place specially appointed for that purpose.

24. No ship to enter or leave port without permission of the harbour master and then only in proper order

No person shall take or attempt to take any ship other than one owned by any of the armed forces of the Federation, Federal or State Government, into or out of a port without the permission of, or in disobedience to the directions of the harbour master and then only in the proper order and succession appointed by the harbour master, having regard to other ships about to enter or leave the port.

25. Ships not to berth alongside another ship

The master of a ship shall not cause or permit the ship to be berthed alongside another ship at a mooring maintained by the Authority or at a quay except with the consent of the harbour master.

26. Harbour master may board ships

The harbour master and any person duly authorised by the Authority may at any time board any ship entering or being within a port.

27. Master to provide ropes and men for mooring ship and to have projecting gear turned in, etc.

(1) The master of a ship entering, leaving or mooring in a port shall have men in attendance to run check ropes to the pierheads, quays, buoys or dolphins, and shall also have sufficient men in attendance for mooring purposes. All boats shall be lowered or turned in board, all projecting gear shall be got in and both anchors shall be ready for letting go. At least one anchor shall be lowered clear of the hawse pipe.

(2) In the case of ships not being suitably found with the necessary gear, check ropes or moorings may be supplied by the harbour master at the expense of the ship.

28. Ships to be moored, etc., as directed and not to be moved without permission

(1) The master and crew of a ship in a port shall moor, anchor, place, load, unload or move, and shall cease to moor, anchor, place, load, unload or move, such ship in accordance with the directions of the harbour master; and when any such ship has been moored, anchored or placed in any berth or place, no person shall move or attempt to move or cause the ship to be moved therefrom, except in case of emergency, without the permission of or contrary to the directions of the harbour master.

(2) No person shall cast off a warp or other mooring except with the permission of the harbour master.

29. Ropes, etc., to be fastened to mooring buoys, etc.

No master or member of the crew of a ship, or other person, shall, without the permission of the harbour master, make fast any rope, chain or tackle from the ship to any property of the Authority, or to anything on land within a port other than the mooring buoys, dolphins, bollards or rings provided by the Authority for that purpose.

30. Competent person to be left in charge of ship and moorings to be carefully attended to

(1) The owner or master of a ship in a port shall not absent himself from such ship unless he shall leave in charge thereof some person who shall continue in attendance of the ship while the ship shall be afloat, and shall be qualified and competent to shift or move the ship and attend to the moorings of the ship as the harbour master shall direct, or as may be necessary.

(2) Such person shall carefully attend to the moorings of the ship, and to the sufficiency thereof, and shall cause them to be slackened or hove in from time to time as may be necessary on the rise and fall of the water to prevent damage being done to that or to any other ships or to the port.

31. Adequate fire watch to be kept on dangerous goods

(1) The master of a power-driven vessel, other than one of the ships of the Government of the Federation having explosives or petroleum or other inflammable liquids or dangerous goods on board and the master of a power-driven vessel in attendance on small craft having similar substances on board shall, when such vessel or small craft is in a port, at all times have a sufficient crew on board and a proper watch kept so that the vessel may be adequately manned to ensure immediate action to move the power-driven vessel or small craft if so required in an emergency and to provide for the operation of the fire appliances of the power-driven vessel, including portable emergency fire pumps.

(2) For the purpose of this regulation "**explosives**" and "**petroleum**" have the same meaning as is given to those terms in the Explosives Act and Petroleum Act respectively.

[Cap. E18. Cap. P10.]

32. Outbreak of fire

In case of an outbreak of fire on board a ship within a port the master of the ship shall take immediate action with the ship's fire fighting equipment and ensure that the harbour master, dock superintendent and the fire brigade are notified at the earliest possible moment and shall also give warning by the continuous sounding of the ship's whistle and by day hoisting the letters "NQ" of the International Code of Signals.

33. Watchmen to be provided for lights or fires on ships

Whilst any open light or fire shall be used on board a ship at or alongside a wharf, the master of such ship shall provide and keep at least one person continually on board who shall be specially charged with the care of such light or fire.

34. Gangways to be provided, securely placed and fastened

(1) The master of a ship shall cause all gangways or accommodation ladders used for the purposes of access to or egress from the ship to be provided and placed in a safe position, duly protected and securely fastened and to be so maintained at all times when in use.

(2) All such gangways or passage ways shall be so constructed as to give a passage width of not less than 22 inches and shall be provided with a lifebuoy having attached to it a lifeline of not less than fifteen fathoms in length and a Holmes or equivalent light.

(3) The master of a ship in a port shall cause a member of the crew of the ship to be in attendance at each gangway during such time as the ship is embarking or landing passengers.

35. The master of a ship in a port shall, between sunset and sunrise-

- (a) provide a sufficient light over any headway at which work of loading or discharging is proceeding;
- (b) provide two sufficient lights at any gangway, one light to be fixed at the ship end of the gangway and the other light to be fixed at the quay end of the gangway; and
- (c) cause each gangway to be attended by a watchman.

36. Restrictions on landing cargo

The master of a ship shall not cause or permit any cargo to be landed from the ship in a port except at a quay or elsewhere with the permission of the dock superintendent.

37. Superintendence during loading and discharging

The master of a ship in a port shall during all the time she is engaged in loading or discharging, remain or leave some other person on board competent to superintend the loading or discharging.

38. Sanitary arrangements whilst ship in port

The master of a ship shall keep such closets and urinals on board as may be directed by the harbour master closed and locked during the time the ship is in a port.

39. Ship's side discharges to be covered when alongside a quay

The master of a ship shall cause all the side discharges of the ship to be covered to the satisfaction of the harbour master before the ship is made fast to a quay and during the period the ship is berthed at a quay.

40. Ships at quay not to draw fires or dismantle engines

The master of a ship lying alongside a quay or another ship which is alongside a quay shall maintain his ship in readiness to move at two hours' notice if so required, unless he shall have received permission in writing from the harbour master to remain longer.

41. Engines not to be worked alongside a quay

No person shall work the engines of a power-driven vessel for trial or cause the same to be so worked without the permission of the harbour master. For the purpose of this regulation the expression "trial" does not include the normal warming through of engines prior to moving.

42. Repairs to ships

The master of a ship shall not cause or permit any works for the noisy repair or scraping of the ship to be carried out during the time the ship is alongside a quay, except with the written permission of the harbour master and shall take such precautions as the harbour master may direct to prevent dirt and other heavy materials from falling into the water.

43. No refuse, etc., to be deposited in the water

No person shall deposit or discharge or allow to be deposited, discharged or escape into the waters of a port from a ship or place on land any ballast, dirt, ashes, bottles, baskets, rubbish, oil, animal or vegetable matter or any dangerous or offensive liquid.

44. Cargo and ship's gear falling into the water to be reported

The master of a ship from which any cargo or ship's gear falls into the water shall report the occurrence immediately to the harbour master and shall recover the same as soon as is practicable.

45. Damage by ships to property of the Authority

The master of a ship which causes damage to a quay or other harbour works, plant, machinery or property of the Authority shall forthwith report the occurrence to the harbour master.

46. Fouling of moorings or cables

If at any time the anchor of a ship hooks any moorings or any electric cables within a port the master of the ship shall not proceed to unhook the same but shall forthwith give notice thereof to the harbour master in order that aid may be given for clearing such moorings or cables without doing damage to the same.

47. Lost anchors and cables to be reported

(1) The master of a ship shall report the loss, by parting or slipping, of any anchor chain or cables within a port to the harbour master and shall inform him of the correct bearings of the point where such anchor chain or cable was buoyed and if the harbour master so directs, the master of the ship shall cause such anchor chain or cable to be recovered immediately.

(2) The master of a ship shall report to the harbour master any collision in which the ship is involved occurring in a port and the position of any ship sunk as a result of a collision.

Removal of obstructions

48. Removal of obstructions

(1) Any person being the owner or in charge of or responsible for causing any obstruction, whether floating or submerged, within a port, shall if so directed by the harbour master, remove such obstruction within such time as the harbour master may specify.

(2) If such person fails to remove the obstruction within the specified time the harbour master may cause it to be removed and may recover the expense of removal from such person or if no such person can be found, the obstruction when removed by the harbour master may be sold to defray the expense of such removal.

49. Breaking up and removing wrecks in a port

No person being the owner of any wrecked or stranded ship or his duly authorised agent or servant, shall attempt to salve or break up such wrecked or submerged ship without the written permission of the harbour master first being obtained and if so required by the harbour master providing such security as the harbour master may consider reasonable and sufficient to ensure the effective removal of such ship, or any portion thereof from the waters of the port.

Miscellaneous

50. Private buoys or moorings

No person shall lay private buoys or moorings for ships in a port without the permission in writing of the harbour master and all such moorings shall be to such specifications and in such position as the harbour master shall direct, and shall forthwith be removed on the requisition of the harbour master to that effect.

51. Mooring of hulks

No person shall moor a hulk in a port except with the consent and in accordance with the instructions of the harbour master.

52. Searchlights not to be used in a port

No person shall operate or cause to be operated a searchlight in a port without permission being first obtained from the harbour master; and this regulation shall not apply to the operation of any searchlight on board any ship owned by any of the armed forces of Nigeria or ships belonging to the Authority.

53. No small craft to be moored to steps or landing places

No person shall make fast or anchor a small craft, or cause the same to be made fast or anchored at any steps or landing place within a port without the permission of the harbour master, unless the steps or landing place are declared by the Authority for public use.

54. Divers

No person, other than a person employed by the Authority, shall operate as a diver within a port without permission in writing first being obtained from the harbour master.

55. Floating and mooring of logs and casks

(1) Except as otherwise provided in these Regulations, if any float or raft of timber, or casks, is intended to be under towage in a port, it shall not either singly or together exceed eighty feet in length (save where the actual length of any timber in one piece exceeds that figure) nor shall it either singly or together exceed forty feet in width unless the towing vessel has sufficient mechanical energy to control the movement of the float or raft.

[L.N. 9 of 1969.]

(2) No person shall moor or cause to be moored in a port a float or raft of timber or casks except at such place as may be authorised by the harbour master in writing and in accordance with any instructions the harbour master may issue.

(3) Any float or raft not under control as required by these Regulations or moored in any place other than one authorised by the harbour master or any log or cask found adrift may be seized by the harbour master or other duly authorised representative of the Authority and unless claimed within a period of one month after seizure shall be forfeited to the Authority; and any expenses incurred by the Authority above the value of the float or raft so seized may be recovered from the owner of the float or raft.

56. Removing sand, etc.

No person shall remove or attempt to remove or cause to be removed any sand, shingle, stone, gravel, earth or other material from the foreshore or sea bed in a port without the permission of the Authority.

57. General towing night and movement signals

The general towing night and movement signals set out in the Schedule to these Regulations shall be observed by the master of a ship using a port.

Further Regulations applicable only to the Port of Lagos

58. Towage when compulsory

(1) The master of a ship when being moved from the pool to a berth or *vice versa* or from one berth or mooring to another inside the port shall cause the ship to be attended by a tug.

(2) The master of a ship over 1,100 net registered tons carrying dangerous petroleum in bulk shall cause the ship to be attended by a tug forward whilst moving in any of the channels of the port; and for the purposes of this paragraph "**dangerous petroleum**" means petroleum which has a flashing point below 73 degrees Fahrenheit when tested by the Abel Close test.

(3) If the harbour master so directs the master of a ship other than one owned by any of the armed forces of Nigeria proceeding from the roads to the pool or *vice versa* inwards or outwards over the Lagos entrance, shall cause the ship to be attended by a tug.

(4) For the purposes of this regulation-

(a) a tug is deemed to be in attendance when she has the ship in tow or is actually standing by and not merely on call;

- (b) the term "**berth**" does not include an anchorage in the pool;
- (c) this regulation shall not apply to ships of war and auxiliary ships belonging to any foreign government, ships belonging to the Government of Nigeria or to ships recognised by the Authority as local branch steamships or such small vessels which in the opinion of the harbour master do not require the use of a tug.

59. Regulations as to towage

(1) Every ship towed into or out of the port shall have two hawsers fast to the tug unless the tug is fitted with a patent towing machine.

(2) The pilot in charge of the ship shall satisfy himself that the hawsers are sufficient and in good condition and properly made fast before he takes the ship into or out of the port and no pilot shall take a ship into or out of the port without first seeing that the anchors and cables are ready for use and in the case of a sailing ship that all sails are bent.

60. Anchoring of ships

The master of a ship shall not anchor the ship-

- (a) to the eastward of a line passing through the Mole Signal Station mast and bearing north (magnetic);
- (b) to the north of a line drawn 236 degrees (true) for a distance of eight cables from the fixed green light on the centre pier of Carter Bridge.

61. Navigation under bridges over the lagoon

(1) Navigation under any bridge to which this regulation applies is prohibited in any of the following cases, that is to say-

- (a) a ship or vessel having a super-structure exceeding twenty feet in height above the waterline;
- (b) a ship or vessel having a beam exceeding 45 feet;
- (c) a float or raft of timber or casks of any length or breadth if the float or raft is not being towed or otherwise propelled by any ship or vessel;
- (d) a ship or vessel having a beam exceeding 45 feet if it is under towage;
- (e) a float or raft of timber or casks which either singly or together exceeds eighty feet in length (save where any log thereof in one piece exceeds that length) or forty feet in width;
- (f) things under towage which are too large for the towing vessel's motive power, or cannot be moved through the water under any such bridge at a speed in excess of five knots.

(2) The navigable span of a bridge to which this regulation applies shall be indicated-

- (a) by day, by means of a green light; and
- (b) by night, by means of two green lights placed one above the other and three feet apart,

and when navigating the approaches thereto any ship or vessel towing anything whatsoever and not otherwise debarred, shall pass under the navigable span of the bridge appearing on the starboard side of the ship or vessel.

(3) This regulation applies to Carter Bridge, and to any other bridge now or hereafter constructed across the lagoon and linking the Island of Lagos with any other part of Nigeria.

62. Power to operate floats, etc., in Lagos in special cases

(1) Subject to the provisions of this regulation and notwithstanding those of any other of these Regulations, any person may float or raft with the assistance of a power-driven vessel, logs, casks and other goods, in any case where-

[L.N. 9 of 1969.]

- (a) the float or raft, as the case may be, consists of not more than twenty logs or fifty casks; and
- (b) there is carried on each float or raft a crew of one man for every twenty logs or fraction of twenty logs, or as the case may be for every twenty casks or fraction of fifty casks, so however that where the tally is of twenty logs or less or as the case may be is of fifty casks or less, a float or raft shall carry not less than two men as the crew.

(2) A float or raft operating under this regulation shall-

- (a) by day and from both of its ends at a point equidistant from each side and at a height of not less than six feet above the top of the float or raft as the case may be, fly a red flag not less than two feet in length and eighteen inches in width; and
- (b) by night and at both of its ends at a point equidistant from each side exhibit a red light in a lantern so constructed as to show a clear, uniform and unbroken light visible all round the horizon at a distance of at least one mile.

Entrance and harbour signals

63. Rules to be observed by ships making for the entrance

Where two or more ships are making for the entrance to the Port of Lagos the following rules shall be observed-

- (a) the master of a ship proceeding outwards and beyond the entrance shall cause to be hoisted before leaving his berth the letter "P" over code pennant of the International Code of Signals; and if such signal is repeated by the Town and Mole Signal Stations the outward bound ship may proceed, otherwise it shall wait until such signal is repeated;
- (b) the master of a ship bound for the entrance to the port shall cause to be hoisted in the vicinity of the Fairway Buoy the letter "R" over first substitute of the International Code of Signals; and if such signal is repeated by the Mole Signal Station the ship may proceed inwards, otherwise it shall wait until the signal is repeated;

- (c) when two or more ships are proceeding inwards the Mole Signal Station when repeating the signal "R" over first substitute will hoist the signal letters of the ship which has the right of way.

Gunpowder and other explosives

64. Ships containing explosives

(1) The master of a ship containing gunpowder or other explosives or dangerous goods shall anchor the ship in the pool unless the permission of the harbour master is obtained to go alongside a quay.

(2) When the permission of the harbour master has been received to discharge the ship at anchorage the master of the ship may tranship the cargo into lighters.

(3) The master of the ship shall cause all lighters loaded with gunpowder or other explosives to proceed from the ship direct to the magazine where provision will be made for them to be moored or go alongside the Magazine Wharf one at a time.

(4) The master of the ship shall cause any lighter with hatches not discharged by sunset to proceed to the anchorage set aside for that purpose and to remain there until sunrise.

(5) An open lighter or other small craft shall be discharged before sunset of the day it is loaded.

(6) A lighter containing gunpowder or other explosives for Porto Novo shall anchor or moor near the Porto Novo Creek clear of the channel or fairway until such time as towage is available.

(7) The master of a ship carrying gunpowder, other explosives or petroleum consigned to a port other than the port of Lagos may go alongside the Customs or other Authority quay provided that-

- (a) permission in writing of the harbour master is first obtained;
- (b) the ship is kept under steam while alongside the quay;
- (c) the gunpowder, other explosives or petroleum are stored in a properly constructed magazine;
- (d) during the time the ship is alongside the quay and discharging cargo out of the hold in which the magazine containing any gunpowder, other explosives or petroleum is situated, a police guard is maintained over such magazine; and
- (e) the hold containing the magazine is closed by night and a police guard is maintained over the hatch covering the hold.

Fishing stakes

65. Permit for stakes required

No person shall erect any fishing stakes within the Port of Lagos without the permission of the harbour master.

66. Position to be given

Every applicant for permission to erect, maintain and work fishing stakes in the port of Lagos shall furnish the harbour master with particulars of the proposed situation and number of the stakes.

67. Prohibited areas

No stakes shall be erected, maintained or worked in the Port of Lagos either in-

- (a) any place where the water is of greater depth than nine feet; or
- (b) any place where in the opinion of the harbour master stakes are likely to impede the navigation of power-driven vessels, canoes or other ships.

68. Length of stakes

Rows of stakes in the Port of Lagos shall not be of greater length than 120 yards and the distance between rows of stakes shall be not less than 120 yards, except in a paralleled direction across the tide when the distance shall not be less than forty yards.

69. Removal of stakes

If owing to the shifting of a channel or deepening of water or for any other reasonable cause the harbour master is of the opinion at any time that the removal of any stakes is expedient, he may, by notice in writing, require the owner to remove the same within one month from the date of such notice.

70. Repair, etc., of stakes

The owner of stakes shall repair or clean such stakes within one month after receiving notice in writing from the harbour master to do so.

71. Notice to owner

When the owner of any fishing stakes is unknown or cannot be found, any notice under these Regulations may be served by affixing the same to the stakes.

72. Fishing not to interfere with navigation

No fishing or seine nets shall be used in any of the navigable channels of the Port of Lagos in such a manner as to interfere with navigation thereof.

73. Removal of stakes or seizure of nets

The harbour master may remove or cause to be removed any fishing stakes erected or maintained or used in contravention of any of these Regulations or which the owner thereof has failed to remove as directed under these Regulations, and may seize or cause to be seized and may detain any fishing or seine nets which are being used in contravention of any of these Regulations.

Penalty for breach of Regulations

74. Penalty

Any person doing anything prohibited by any of these Regulations or omitting to do anything required by them to be done or otherwise offending against or committing a breach against any of these Regulations shall be liable for every such offence to a fine not exceeding ₱100 and in the case of a continuing offence to a further fine not exceeding ₱10 for each day during which such offence continues, or to a term of imprisonment not exceeding three months, or to both such term of imprisonment and fine.

SCHEDULE
[Regulation 57.]

General signals applicable to all ports

(All flags specified are those of the International Code of Signals)

Medical assistance required urgently	One short blast followed by two long blasts, also by day flag W
Police assistance required urgently	Three short blasts followed by one long blast also by day flags S.T
Pilot required	Flag G
Pilot vessel required	Flags S.P
Stop. I have something important to communicate	Flag L, also by flashing
I have deckers on board	Flag D over 1st substitute
Request for Immigration Officer	Flag Y over 2nd substitute
My vessel is healthy I request free pratique	Flag Q

Towing - (Sound)

<i>By Tug</i>	<i>By ship towed</i>
"A" Is the towing hawser fast?	Towing hawser is fast
"E" I am altering my course to starboard	Steer to starboard
"G" Cast off the towing hawser	Cast off the towing hawser
"T" I am altering my course to port	Steer to port
"S" My engines are going astern	Go astern

Night Signals

White light over two green lights	Channel open
Red light over two green lights	Channel closed

Movement Signals

Port of Lagos

Two black balls in vertical line (by Signal Station)	Ship sighted
Permission to proceed inwards	Flags "R" over 1st substitute
Permission to proceed outwards	Flags "P" over Code Pennant
Pool Berths	Numeral Pennant No. 1
Apapa Quay	Numeral Pennant No. 2
Apapa Dockyard	Numeral Pennant No.3
United Africa Co. Bulk Oil Plant	Numeral Pennant No.4
Bulk Oil Jetty	Numeral Pennant No.5
Ijora Wharf	Numeral Pennant No.6
Iddo Pool	Numeral Pennant No.7
Customs Quay	Numeral Pennant No.8
Marina Buoys	Numeral Pennant No.9

Port of Port Harcourt

Two black balls in vertical line (by Signal Station)	Vessel reported to be proceeding up river
Tanker Berth	Numeral Pennant No.0
No.1 Main Quay	Numeral Pennant No.1
No.2 Main Quay	Numeral Pennant No.2
No.3 Main Quay	Numeral Pennant No.3
No.4 Main Quay	Numeral Pennant No.4
Coal Berth	Numeral Pennant No.5
Coaster Berth	Numeral Pennant No.6
Pool No. 1	Numeral Pennant No.7
Pool No. 2	Numeral Pennant No.8
Pool No. 3	Numeral Pennant No.9
Pool No. 4	Numeral Pennant No. 10
Pool No. 5	Numeral Pennant No. 11
