

MERCHANT SHIPPING (PILOT LADDERS) RULES



ARRANGEMENT OF REGULATIONS

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Approved by the Board of Trade

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S. I. 13 of 2010

MERCHANT SHIPPING ACT

(2007 No. 27)

Merchant Shipping (Pilot Ladders) Rules 2010[9th March, 2010] Commence-
ment.

In exercise of the powers conferred upon me by section 435 of the Merchant Shipping Act, 2007 and of all other powers enabling me in that behalf, I, IBRAHIM ISA BIO, Minister of Transportation, hereby make the following Rules:

1. These Rules shall apply to

Application.

(a) Nigerian Ships; and

(b) Ships of any other nationality while in port in Nigeria for reasons unconnected with stress of weather or other circumstance which the master, owner, or charterer (if any), as the case may be, could have prevented or forestalled.

2.—(1) For the purposes of these Rules; the ships to which these Rules apply shall be arranged in the following classes—

Classification
of Ships.

(a) passenger ships

(i) Class I : Passenger ships engaged on voyages (not being short international voyages) any of which are long international voyages,

(ii) Class II : Passenger ships engaged on voyages (not being long international voyages) any of which are short international voyages,

(iii) Class III : Passenger ships in respect of which there is or should be in force a certificate entitled "*Passenger Certificate Class III*" being a certificate for ships engaged on voyages of any kind other than international voyages and during the course of which the vessel does not proceed more than 50 miles from the coast of Nigeria,

(iv) Class IV : Ships plying only on inland tidal waters and carrying any number of passengers,

(v) Class IV(a) : Ships plying only on inland non-tidal waters and carrying any number of passengers;

(b) ships other than passenger ships —

(i) Class V : Ships (other than ships of Classes I, Yea, IX and X) engaged on voyages any of which are long international voyages,

(ii) Class V(a) : Ships employed as fish processing or canning factory ships, and ships engaged in the carriage of personnel employed in the fish processing or canning industries, .

(iii) Class VI : Ships (other than ship of Classes II, VII(a), IX and X) engaged on voyages (not being long international voyages) any of which are short international voyages,

(iv) Class VII: Ships (other than ships of Classes III to IV(a) inclusive, VII(a), VIII, IX and X) engaged only on voyages which are not international voyages,

(v) Class VII (a) : Tugs and tenders, dredgers, cable-ship buoyage vessels, hopper barges, lighthouse and survey vessels (other than ships of Classes II, III, IV and IV(a) which proceed to sea but are not engaged on long international voyages,

(vi) Class VIII: Ships plying only on any inland waters,

(vii) Class IX : Fishing boats (other than ships of Classes I to IV(a) inclusive),

(viii) Class X: Pleasure yachts (other than ships of Classes I to IV (a) inclusive) of 13.7 metres in length or over.

Provision of
Pilot Ladders

3.—(I) Every ship of Classes I, II, V, (a), VI and VII shall be provided with a pilot ladder which shall comply with the requirements of rule 4 of these Rules.

(2) Ships of Classes III to IV(a) inclusive and VII(a) to X inclusive, shall not be required to be provided with pilot ladders.

Requirements
and use of
Pilot Ladders.

4.—(1) Every pilot ladder shall be efficient for the purpose of enabling a pilot to embark and disembark safely; and any such ladder shall be used only by pilots, and persons (including officials) authorised by the Captain or on his behalf, while a ship is arriving at, or leaving a port.

(2) Every pilot ladder shall be positioned and secured in such a manner—

(a) that it is clear of any possible discharges from the ship;

(b) that so far as reasonably practicable it is clear of the finer lines of the—

(c) ship;

(d) that each step rests firmly against the ship's side;

(e) that the pilot can gain safe and convenient access to the ship after

climbing not less than one and half metres and not more than 9 metres.

(3) A single length of ladder shall be used capable of reaching the water from the point of access to the ship when the ship is in an unloaded condition and in normal trim with no list.

(4) Whenever the distance from the water to the point of access to the exceeds 9 metres, access from the pilot ladder to the ship shall be by means an accommodation ladder or other equally safe and convenient means.

(5) The treads of the pilot ladder shall be of hard wood not less than, 50 centimeters long, centimetres wide and 25 millimetres in depth spaced not less than 30 centimetres nor more than 35 centimetres apart and secured in such a manner that will remain horizontal.

(6) The side ropes of the pilot ladder shall consist of two Manilla ropes, 5.7 centimetres in circumference on each side.

(7) Two man-ropes of not less than in circumference 6.35 centimetres diameter, properly secured to the ship and a safety line, shall be kept ready for use if required.

(8) Hard wood battens about 2 metres shall be provided at such intervals as will prevent the pilot ladder from twisting, so however that lowest batten shall not be lower than the fifth step from the bottom of the ladder and that the interval between any batten and the one directly next to it shall not exceed nine steps.

(9) Provision shall be made to ensure safe and convenient passage for the pilot into or off the ship, or to the ship's deck—

(a) in between the head of the pilot ladder, or any accommodation ladder or any other appliance provided in accordance with paragraph (4) of these Rules;

(b) where the passage is by means of a gateway in rails or bulwark adequate hand holds shall be provided;

(c) where the passage is by means of a bulwark ladder, two handhold stanchions shall be fitted at the point of boarding or leaving the ship and shall be rigidly secured to the ship's structure.

(10) A light shall be provided at night so that the pilot ladder overside, as well as the position where the pilot boards the ship, shall be adequately lit.

(11) Provision shall be made to enable the pilot ladder to be used in accordance with the requirements of these Rules on either side of the ship.

5. The rigging of pilot ladders and the embarkation and-disembarkation

Equivalent
and
Exemptions.

6.—(1) Where these Rules require that a particular fitting, material, appliance or apparatus, or type thereof, shall be fitted or carried in a ship, or that any particular provision shall be made, the President or any person to whom authority is delegated may allow any other fitting, material, appliance or apparatus, or type, to be fitted or carried, or any other provision to be made in that ship if it is satisfied by trial, that such other fitting, material, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by these Rules.

(2) The President or any person to whom authority is delegated may exempt any ship of Class VII from the requirements of these Rules.

Cessation.

7. The Merchant Shipping (Pilot Ladders) Rules 1952 of the United Kingdom to the extent to which they are deemed to have been made under the Merchant Shipping Act and in force, shall cease to have effect in Nigeria.

Interpretation.

8. In these Rules, unless the context otherwise requires—

"Long International Voyage" means an international voyage which is Not a short international voyage within the meaning of the Act;

Inland tidal Waters means those Inland waters as specified in the Schedule to these Rules;

"Inland Non-tidal Waters" means inland waters other than inland tidal waters and includes the River Niger and its effluents;

"President" means the President of the Federal Republic of Nigeria ;

"Sea" does not include any inland waters;

"Voyage" includes an excursion.

Citation.

9. These Rules may be cited as the Merchant Shipping (Pilot Ladders) Rules 2010.

SCHEDULE

INLAND TIDAL WATERS AREAS

I. All those inland waters in the area bounded by the border with Republic of Benin in the West, the meridian of 5 degrees East longitude in the East, and the parallel of 7 degrees North latitude in the North.

2. All those inland waters in the area bounded by the meridian of 5 degrees East longitude in the West, the meridian of 6 degrees East longitude in the East, and the parallel of 6 degrees 5 minute latitude in the North.

3. All those inland waters in the area bounded by the meridian of 6 degrees East longitude in the West, the border with the Cameroon in the East, and the parallel of 5 degrees North latitude in the North.

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

IBRAHIM ISA BIO
Minister of Transportation