

(2) When any rules made under this section come into force sections 14, 15 and 16 and any regulations made by the Commissioner under section 17 shall not apply to the boats or classes of boats owned by persons residing within the jurisdiction of the local government council making the rules, nor to boats or classes of boats owned by persons not residing within the said jurisdiction but which boats are nevertheless made subject to the provisions of the rules, nor to boats or classes of boats owned, kept or used within the area to which the rules may declare this Part shall not apply.

SUBSIDIARY LEGISLATION

Navigation (State Inland Waters) Regulations *made under section 5*

Regulations
37 of 1917,
13 of 1919,
23 of 1923,
2 of 1925, 18
of 1927, 22
of 1929, 15
of 1930, 21
of 1939, 44
of 1944.

Citation.

1. These regulations may be cited as the Navigation of Inland Waters Regulations.

Interpretation.

2. In these regulation—

“State inland waters” means inland waters within Anambra State except tidal waters, the River Niger and its affluent and any other inland water- way declared by Federal legislature to be an international or an inter-state waterway;

Vessels meeting.

3. All steam vessels when meeting other steam vessels shall alter their course to starboard so as to keep to the right or starboard side of the channel, and shall signal by blowing one short blast on their whistles.

4. When one steam vessel is overtaking another going in the same Direction, the steam vessel so overtaking shall pass on the starboard side of the steam vessel so overtaken.

Vessels overtaking another.

5. A steam vessel which is being overtaken at night by another going in the same direction shall show from her stern to such overtaking steamer a white or flareup light, to be placed in a conspicuous position not higher than the deck.

By night overtaken vessel to show light.

6. When the channel is too narrow to admit of one steam vessel passing another while going in the same direction, the overtaking steam vessel shall slow or stop her engines until a part of the channel is reached which will admit of her passing the other without danger to either vessel.

Vessel overtaking another in anarrow channel.

7. When two steam vessels meet in narrow channels or on approaching points or sharp bends, the vessel proceeding against the stream shall decrease speed and, if necessary, stop and wait to allow the steam vessel proceeding with the stream to pass clear.

Vessels meeting at sharp bends.

8.(1) Steam vessels proceeding with the stream by day or night shall, on approaching turning points or bends, give one blast of the steam whistle at short intervals and will continue to do so until the point or bend has been passed.

Vessels approaching turning points to signal.

(2) A steam vessel proceeding against the stream will, on hearing this signal, slow down, and, if necessary, stop and anchor, at the same time indicating what has been done by sounding three short blasts on the whistle if he has slowed down only and four short blasts if he has stopped and anchored.

9. (1) Steam vessels when under way at night shall carry a bright light at the mast head and the usual starboard and port lights.

Lights to be carried by vessel under way.

(2) Steam vessels when towing small craft (other than their own boats), whether alongside or astern, shall carry in addition to such lights a bright light below the mast head light, such additional light to be not less than two meters below the mast head lights in a vertical direction.

Anchor light.

10. All steam vessels, when at anchor, shall hoist the usual anchor light. A steam vessel getting aground or from any cause becoming unmanageable and ceasing to make way through the water shall not display side lights.

Warning signals when vessel approaching waters in which canoes may be expected.

11. All steam vessels when approaching any neighborhood outside the limits of a port, where it is customary for canoes to ply or where it is anticipated that such canoes may be found, shall give timely warning of their approach by short blasts on the steam whistle and, if necessary, slow down so as to avoid accident or distress to any canoe that may be passed.

Vessels navigated in inland waters not to cause obstruction or damage to other vessel or wharf, etc.

12. Every vessel being navigated in State inland waters shall be so navigated as not to cause obstruction, injury or damage to any other vessel whether underway, at anchor, or lying at a wharf, bridge or alongside another vessel, or to any wharf, bridge or moorings; and shall proceed at a moderate speed whilst passing any other vessel, or any wharf, bridge or moorings, of passing through any bridge.

Warning signals in thick or foggy weather.

13. In thick or foggy weather steam vessels shall at intervals of not more than two minutes sound a prolonged blast with the steam whistle. The person in charge of any steam vessel proceeding against the stream will, on hearing the fog signal of any steam vessel approaching from the opposite direction, proceed dead slow, or stop and anchor if necessary, and shall indicate the action taken in the manner prescribed in regulation 8.

Light to be carried by small craft.

14. (1) All small craft, excepting lighters and barges, shall at night have ready at hand a lantern showing a white light which shall be temporarily exhibited as a warning to another vessel in sufficient time to prevent a collision.

(2) A lighter or barge shall, when under way at night, exhibit the lights, as laid down by the Board of Trade Regulations, and shall, when at anchor, carry a bright white light visible all round the horizon at a distance of not less than 1.61km.

Small craft to pass on starboard side.

15. All small craft when navigating State inland waters shall, when meeting other vessels, keep on the starboard or right-hand side of the channel in the direction in which they are proceeding.

16. Small craft shall not anchor in any channel or fairway in such a way as to obstruct or interfere with steam vessels using such channel or fairway. Small craft not to anchor in fairway.
17. All small craft shall at all times be sufficiently manned to maintain steorage way and to keep them under proper control. Small craft to be sufficiently manned.
18. Fishing canoes employed on fishing duties in recognized steam vessel routes or channels must carry out their operations, either by day or night, in such a manner as not to obstruct or interfere with the safe navigation of such routes or channels, and no fishing or seine nets or fishing stakes shall be placed in or across any fairway or channels on such recognized routes. Fishing canoes.
19. No ballast, dirt, ashes, bottles, baskets, rubbish, animal or vegetable matter or anything of a like nature shall be thrown overboard from any vessel lying alongside a wharf or jetty at any station situated on the State inland waters. No rubbish to be thrown overboard.
20. The owner, master or person in charge of any vessel in relation to which any breach of the provisions of these regulations is committed and any person who commits a breach of these regulations shall be liable to a fine of forty Naira, in addition to payment of any expenses incurred in inspection and repair of any damage cause by such breach. Penalties.

Floating of Logs

21. (1) No person shall float logs of timber or casks of oil on any State inland waters except in accordance with the following provisions— Floating of logs and casks
 - (a) in any State inland waters rafts may be made up of one hundred and forty-four logs or three hundred and sixty casks but shall not exceed nine meters in width;
 - (b) a crew of one man for every twenty logs or fraction of twenty or for every fifty casks or fraction of fifty shall be carried on each raft, provided that no raft shall have a crew of less than two men;
 - (c) Every raft shall at night exhibit a red light from each end of the raft at a point equidistant from each side of the raft.

(2) The owner of any logs or casks, with respect to which any of the provisions of sub-regulation (1) have not been complied with, shall be liable to a fine of one hundred naira, and each of the persons in charge of such logs or cask shall be liable to a fine of four naira.

(3) Any raft or single log or cask found adrift and not in the charge of a raftsman in any State inland waters may be seized by any administrative, police, marine or forestry officers and detained by him for the period of one month from the date of such seizure, after which such raft, log or cask may be forfeited to the Government;

Provided that—

(a) the owner of such raft, log or cask may within the said period of one month redeem the same on payment of a penalty of one naira for each log and of fifty kobo for each cask, whether such log or cask forms part of a raft or not, and on payment of any expenses incurred by any such officer in removing such raft, log or cask to a place of safety to avoid danger to navigation; and

(b) any such payment shall be in addition to any penalty that may be imposed under the provisions of sub-regulation (2).

Licensing of Boats (State Inland Waters)

Regulations 2
of 1935, 4 of
1948.

Regulations

made under section 17

Citation.

1. (1) These regulations may be cited as the Licensing of Boats (State Inland Waters) Regulations.

Interpreta-
tion.

(2) In these regulations—
“boat” has the same meaning as in Part 5 of the Law;
“the Law” means the Navigation (State Inland Waters) Law.

(3) These regulations shall not apply to boats while they are on tidal waters, on the River Niger and its affluent and on any other inland waterway declared by federal legislature to be an international waterway or an inter-state waterway.