

SECTION 24-THE INLAND WATERS SHIPPING (NAVIGATION) REGULATIONS

Regulations by the Minister

Federal Government Notices

381 of 1961

119 of 1962

Government Notice

249 of 1964

Statutory Instrument

155 of 1965

94 of 1976

PART I

PRELIMINARY

1. These Regulations may be cited as the Inland Waters Shipping (Navigation) Regulations. Title

2. These Regulations shall apply to all vessels, other than dug-out canoes, used on inland waters except where such regulations conflict with regulations in force in a place or area designated as a harbour under subsection (3) of section twenty-four of the Act, in which case such harbour regulations shall apply.

(As amended by S.I. No. 94 of 1976) Application

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

"height above the gunwale" means height above the uppermost continuous deck or gunwale;

"length of tow" means the length of tow measured from the stern of the towing vessel to the stern of the last vessel towed;

"prolonged blast" means a blast of from four to six seconds' duration;

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

"visible", when applied to lights, means visible on a dark night with a clear atmosphere;

"whistle" includes a siren. Interpretation

(2) For the purposes of these Regulations-

(a) a mechanically propelled vessel which is under sail and is not being propelled mechanically shall be deemed to be a sailing vessel, and a vessel which is being propelled mechanically, whether under sail or not, shall be deemed to be a mechanically propelled vessel;

(b) a vessel on the water shall be deemed to be "under way" when she is not at anchor, made fast or aground.

4. (1) The regulations concerning lights shall be complied with in all weathers from sunset to sunrise. Lights

(2) Subject to the provisions of sub-regulation (3), the only lights other than the lights prescribed in these Regulations which a vessel shall display between sunset and sunrise shall be lights which cannot be mistaken for and which do not impair the visibility or distinctive character of such prescribed lights.

(3) No vessel shall display red or green lights in any manner other than in the manner prescribed in these Regulations.

5. (1) The master or person in charge of a vessel shall cause-Duties of masters in respect of lights, etc.

(a) the lights and shapes prescribed in these Regulations to be displayed;

(b) the signals prescribed in these Regulations to be given;

(c) the actions prescribed in these Regulations to be taken;

in the vessel under his command or in his charge in accordance with the provisions of these Regulations.

(2) The master or person in charge of a vessel shall cause a proper look-out to be kept at all times in such vessel.

6. In complying with these Regulations, the master or person in charge of a vessel shall have due regard to all dangers of navigation and collision and to any other special circumstances which may render a departure from them necessary in order to avoid immediate danger. Departures from these Regulations

## PART II

### LIGHTS

7. A mechanically propelled vessel when under way shall display-

(a) in the case of a vessel of 3048 centimetres or more in length overall-  
Navigation lights to be carried by certain mechanically propelled vessels

(i) on or in front of the foremast, or, in the case of a vessel without a foremast, in the forepart of the vessel, at a height above the gunwale of not less than 609.6 centimetres, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass (225 degrees), so fixed as to show the light 10 points (112 1/2 degrees) on each side of the vessel, that is, from right ahead to 2 points (22 1/2 degrees) abaft the beam on either side, and of such a character as to be visible at a distance of at least 2 kilometres;

(ii) on the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112 1/2 degrees), so fixed as to show the light from right ahead to 2 points (22 1/2 degrees) abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 3.2 kilometres. Such light shall be fitted with an inboard screen so as to prevent it from being seen across the bows;

(iii) on the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112 1/2 degrees),

so fixed as to show the light from right ahead to 2 points (22 1/2 degrees) abaft the beam on the port side, and of such a character as to be visible at a distance of at least 3.2 kilometres. Such light shall be fitted with an inboard screen so as to prevent it from being seen across the bows;

(iv) when being overtaken by another vessel, from her stern towards such other vessel a white or flare-up light. The white light may be fixed and carried in a lantern but in such case the lantern shall be so constructed, fitted and screened that it shall throw an unbroken light over an arc of the horizon of 12 points of the compass, that is to say, for 6 points from right aft on each side of the vessel so as to be visible at a distance of at least 1.6 kilometres and such light shall be carried as nearly as practicable on the same level as the sidelights;

(b) in the case of a vessel of 762 centimetres or more but less than 3048 centimetres in length overall-

(i) in the forepart of such vessel or on or in front of the funnel where it can best be seen at a height above the gunwale of not less than 1524 centimetres, a bright white light constructed and fixed as provided in sub-paragraph (i) of paragraph (a) and of such a character as to be visible at a distance of at least 3.2 kilometres;

(ii) green and red sidelights constructed and fixed as provided in sub-paragraphs (ii) and (iii) of paragraph (a) and of such a character as to be visible at a distance of at least 1.6 kilometres, or a combined lantern showing a green light and a red light from right ahead to 2 points (22 1/2 degrees) abaft the beam on the starboard and port sides respectively. Such lantern shall be carried not less than 91.5 centimetres below the white light:

Provided that a vessel of 762 centimetres or more but less than 1066.8 centimetres in length overall may display, in lieu of the lights referred to in sub-paragraphs (i) and (ii), a combined tricolour lantern so constructed as to show the lights to the extent required by the provisions of sub-paragraphs (i), (ii) and (iii) of paragraph (a).

8. A vessel, other than a dumb barge or a mechanically propelled vessel referred to in regulation 7, when under way shall-

(a) in the case of a vessel of 762 centimetres or more in length overall, display an all round white lantern at a reasonable height above the gunwale visible at a distance of 1.6 kilometres;

(b) in the case of a vessel of less than 762 centimetres in length overall, only be required to have ready at hand an electric torch or a lighted lantern showing a white light which shall be displayed in sufficient time to prevent a collision. Navigation lights to be carried by other vessels

9. A mechanically propelled vessel of 762 centimetres or more in length overall used on Lake Kariba shall carry an efficient spotlight or searchlight kept ready for use. Certain vessels to carry spotlights or searchlights

10. (1) A mechanically propelled vessel of 762 centimetres or more in length overall when-Towing lights

(a) towing one or more vessels; and

(b) the length of the tow exceeds 9144 centimetres;

shall, in addition to the lights referred to in regulation 7, display a second white light 121.92 centimetres vertically below the white light referred to in sub-paragraph (i) of paragraph (a) or in sub-paragraph (i) of paragraph (b) of regulation 7 and similar to it. For the purpose of towing, such mechanically propelled vessel may display a white light on her stern for the vessel being towed to steer by but such light shall not be visible forward of the beam.

(2) A dumb barge being towed when the length of the tow exceeds 9144 centimetres shall display the sidelights referred to in sub-paragraph (ii) of paragraph (b) of regulation 7.

(3) The sternmost of any vessels, other than a dinghy, being towed when the length of the tow exceeds 9144 centimetres shall display from her stern an all round white light of such a character as to be visible at a distance of at least 1.6 kilometres.

11. A vessel when at anchor or made fast in or near a navigable channel shall display forward where it can best be seen at a height above the gunwale of not more than 1524 centimetres a white 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 1.6 kilometres. Lights for vessels at anchor

12. (1) A vessel of 1524 centimetres or more in length overall which is not under control and which is in or near a navigable channel shall display, in lieu of the light referred to in sub-paragraph (i) of paragraph (a) or sub-paragraph (i) of paragraph (b) of regulation 7, where they can best be seen, two red lights in a vertical line, one over the other, not less than 182.88 centimetres apart and of such a character as to be visible all round the horizon at a distance of at least 3.2 kilometres. By day she shall carry in a vertical line, one over the other, not less than 1862 centimetres apart where they can best be seen, two black balls or shapes each not less than 182.88 centimetres in diameter. Lights and shapes for vessels not under control

(2) Such vessels shall only display sidelights when making way through the water.

(3) The lights and shapes referred to in sub-regulation (1) shall be taken by other vessels as signals that the vessel showing them is not under control and cannot therefore get out of the way but not as signals of a vessel in distress and requiring assistance.

(4) A vessel of less than 1524 centimetres in length overall shall, when not under control, have ready at hand either an electric torch or a lighted lantern showing a white light which shall be exhibited in sufficient time to prevent a collision.

### PART III

#### NAVIGATION

13. (1) A vessel shall, in fog, mist, heavy rainstorms or any other conditions similarly restricting visibility, proceed at a moderate speed having careful regard to the existing circumstances and conditions. Speed to be moderate in fog, etc.

(2) A vessel hearing, during such weather conditions, the sound signals of a vessel forward of her beam but whose exact position cannot be ascertained shall take such precautions as reducing speed and stopping or reversing engines as the circumstances dictate, and shall then navigate with caution until danger of collision is past.

14. (1) A mechanically propelled vessel of 1524 centimetres or more in length overall shall be provided with-Sound signals in fog, etc.

(a) an efficient bell;

(b) a klaxon horn or an efficient whistle, hand, power or mouth operated and audible at a distance of 1.6 kilometres.

(2) A mechanically propelled vessel referred to in sub-regulation (1) shall make the following sound signals in fog, mist, heavy rainstorms or any other conditions similarly restricting visibility, whether by day or night-

(a) when making way, at intervals of not more than two minutes, a prolonged blast;

(b) when under way, but stopped and making no way through the water, at intervals of not more than two minutes, two prolonged blasts with an interval of about one second between them;

(c) when at anchor or made fast in or near a navigable channel, a vessel shall, at intervals of not more than one minute-

(i) ring her bell rapidly for about five seconds; or

(ii) sound three blasts in succession, namely one short, one prolonged and one short blast;

(d) when towing, engaged in laying or picking up a navigation mark, engaged on survey operations, under way and unable to get out of the way of an approaching vessel or unable to manoeuvre, at intervals of not more than one minute, three blasts in succession, namely one prolonged blast followed by two short blasts;

(e) when aground, at intervals of not more than one minute, three blasts in succession, namely, one prolonged blast followed by two short blasts and three separate and distinct strokes on the bell immediately before and after each such signal;

to give warning of her position.

(3) A vessel other than a vessel referred to in sub-regulation (1) shall, in similar circumstances, not be obliged to give the signals referred to in sub-regulation (2), but if she does not she shall make some other efficient signal at intervals of not more than one minute.

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

(a) a vessel which is running free shall keep out of the way of a vessel

which is close-hauled;

(b) a vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack;

(c) when both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other;

(d) when both are running free with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward;

(e) a vessel which has the wind aft shall keep out of the way of the other vessel. Two sailing vessels approaching each other

16. (1) When two mechanically propelled vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. Vessels meeting end on

(2) The provisions of sub-regulation (1) shall only apply to cases where vessels are meeting end on or nearly end on in such a manner as to involve risk of collision and shall not apply to two vessels which must, if both keep on their respective courses, pass clear of each other.

17. (1) When two mechanically propelled vessels are crossing, the vessel which has the other on her own starboard side shall keep out of the way of the other. Vessels crossing

(2) When a mechanically propelled vessel and a sailing vessel are approaching one another so as to involve risk of collision, the mechanically propelled vessel shall keep out of the way of the sailing vessel.

18. Where one of two vessels is required by these Regulations to keep out of the way of another, the other shall keep her course and speed: Course and speed

Provided that when a vessel which is required to keep her course and speed finds that a collision cannot be avoided by the action of the giving-way vessel alone, such vessel shall take such action as will best avert a collision.

19. A vessel which is required to keep out of the way of another vessel shall, if the circumstances of the case permit, avoid crossing ahead of the other. Crossing ahead

20. A mechanically propelled vessel which is required by these Regulations to keep out of the way of another vessel shall, on approaching her, if necessary slacken her speed, stop or reverse. Mechanically propelled vessels to keep out of the way of other vessels

21. (1) Notwithstanding anything contained in these Regulations, every vessel overtaking another vessel shall keep out of the way of the overtaken vessel. Overtaking vessels

(2) A vessel coming up with another vessel from any direction more than 2 points (22 1/2 degrees) abaft her beam, that is, in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an

overtaking vessel, and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these Regulations, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

(3) If the overtaking vessel cannot determine with certainty whether she is forward of, or abaft, the direction referred to in sub-regulation (2) from the other vessel, she shall assume that she is an overtaking vessel and keep out of the way.

22. In narrow channels a mechanically propelled vessel shall, when it is safe and practicable, keep on that side of the fairway, or mid-channel, which lies on the starboard side of such vessel. Mechanically propelled vessels in narrow channels

23. (1) A vessel not engaged in fishing shall, when under way, keep out of the way of a vessel fishing with nets, lines or trawls. Vessels to keep out of the way of fishing vessels

(2) Nothing in this regulation shall confer upon a vessel engaged in fishing the right to obstruct a navigable channel used by vessels other than fishing vessels.

24. (1) When vessels are in sight of one another, a mechanically propelled vessel of 50 feet or more in length overall when under way, in taking any action authorised or required by these Regulations to be taken, shall indicate that action by the following signals on her whistle or klaxon: Sound signals between vessels

(a) one short blast to mean "I am altering my course to starboard";

(b) two short blasts to mean "I am altering my course to port";

(c) three short blasts to mean "My engines are going astern".

(2) When a mechanically propelled vessel of 1524 centimetres or more in length overall which is required to keep her course and speed is in sight of another vessel and is in doubt whether sufficient action is being taken by the other vessel to avert a collision, she may indicate such doubt by giving at least five short and rapid blasts on the whistle or klaxon. The giving of such a signal shall not relieve a vessel of her duty-

(a) to take any action required by these Regulations to be taken;

(b) to indicate that action by the signals referred to in sub-regulation (1).

25. A vessel shall extend courtesy by reducing speed or stopping engines if necessary so as not to inconvenience or endanger another vessel by her wash. Consideration for other vessels

26. (1) A person in charge of a vessel shall not navigate such vessel in a manner or at a speed likely to- Handling of vessels in a dangerous or reckless manner

(a) endanger the safety of any person in that or any other vessel;

(b) cause damage to any other vessel or to any moorings, jetty or other

property.

(2) A person shall not conduct himself in a manner likely to-

(a) endanger the safety of any person in any vessel;

(b) cause damage to any vessel, or to any moorings, jetty or other property.

#### PART IV

##### GENERAL

27. (1) The master or person in charge of a vessel, on receiving a signal of distress or information from any source that a vessel or aircraft is in distress, shall proceed with all speed to the assistance of such vessel or aircraft, informing it and any monitoring station, if possible, that he is doing so, unless-

(a) he is unable to do so; or

(b) in the special circumstances of the case it is unreasonable for him to do so; or

(c) he is released under the provisions of sub-regulation (2).

(2) The master or person in charge of a vessel shall be released from the obligation imposed upon him by sub-regulation (1) when-

(a) he is informed by-

(i) the vessel or aircraft in distress; or

(ii) the master or person in charge of a vessel which has reached the distressed vessel or aircraft;

that assistance is no longer necessary; or

(b) he is informed by any monitoring station that his services are no longer required; or

(c) he is informed by the master or person in charge of another vessel that such other vessel is proceeding to the aid of the vessel or aircraft in distress and reasonably expects to reach the vessel or aircraft in distress before he will be able to do so.

(3) If-

(a) the master or person in charge of a vessel, on receiving a signal of distress or information from any source that a vessel or aircraft is in distress, is unable; or

(b) in the special circumstances of the case, it is unreasonable for such master or person in charge of a vessel;

to go to the assistance of the vessel or aircraft in distress, he shall forthwith cause a statement to be entered in the log of the vessel or, if there



is no log, cause other record to be kept of his reasons for not going to the assistance of such vessel or aircraft.

28. (1) Nothing in this regulation shall prevent the use by a vessel in distress of any means at its disposal to attract attention, make known its position and obtain help. Distress signals

(2) When a vessel on the water is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately:

(a) a gun or other explosive signal fired at intervals of about a minute;

(b) a continuous sounding of whistle, klaxon or bell;

(c) rockets or shells, throwing red stars, fired one at a time at short intervals;

(d) a signal made by radiotelegraphy or by any other signalling method consisting of the group

. . . - - - . . . in the Morse Code;

(e) a signal sent by radiotelephony consisting of the spoken word "Mayday";

(f) the International Code Signal of distress indicated by N.C.;

(g) a signal consisting of a square flag having above or below it a ball or anything resembling a ball;

(h) flames on the vessel as from a burning tar or oil barrel;

(i) a rocket parachute flare showing a red light.

(3) No person shall use any of the signals referred to in sub-regulation (2) or any signals which may be confused with such signals except for the purpose of indicating that a vessel is in distress.

29. No vessel shall proceed nearer than a point 91.44 metres upstream from the boom above the Kariba Dam wall without the permission of the Minister. Boom above Kariba Dam wall

30. When a shipping casualty is deemed to have occurred in terms of subsection (1) of section seventeen of the Act, the master or person in charge of the vessel involved and any witness to such casualty shall, within 48 hours of such casualty, report the circumstances to the nearest surveyor, registrar of vessels, police officer or harbourmaster who shall, if he considers the circumstances warrant such action, immediately notify the Permanent Secretary.

(As amended by G.N. No. 249 of 1964 and S.I. No. 155 of 1965) Reporting of shipping casualties

31. (1) The Minister may publish from time to time by Gazette notice such "Notices to Mariners" and "Shipping Notices" as he may consider necessary for the conveying of instructions and information to mariners. Notices to mariners and Shipping notices

(2) The owners, masters and persons in charge of vessels shall comply with any

instructions given by notice published in terms of sub-regulation (1).

(As amended by F.G.N. No. 119 of 1962  
and G.N. No. 249 of 1964)

#### SECTION 24-THE INLAND WATERS SHIPPING (NAVIGATIONAL AIDS) REGULATIONS

Regulations by the Minister Federal Government Notice  
45 of 1963

1. These Regulations may be cited as the Inland Waters Shipping (Navigational Aids) Regulations. Title

2. In these Regulations, unless the context otherwise requires- Interpretation

"navigational aid" means-

(a) a red or green light, whether such light is flashing or continuous, or a flashing white light; or

(b) a marker buoy or beacon;

designed for the purpose or capable of guiding a person in charge of a vessel, whether erected on the land or situated in or on the water.

3. The Minister may erect and maintain such navigational aids as, in his opinion, traffic justifies or risk requires. Erection of navigational aids

4. (1) No person shall erect a navigational aid without the prior approval of the Minister in writing. Approval of Minister

(2) A navigational aid erected in terms of sub-regulation (1) shall be erected to the satisfaction of the Minister.

5. (1) No person shall obscure either partly or wholly a navigational aid erected in terms of regulation 3 or 4. Navigational aids not to be obscured

(2) If the Minister is of the opinion that any object is obscuring a navigational aid either partly or wholly, he may, by notice in writing, order the person responsible for the object obscuring the navigational aid to remove the object or to alter it so that it ceases to obscure the navigational aid.

(3) Where a person has received an order from the Minister in terms of sub-regulation (2) he shall, within seven days of the receipt of the order, remove the object or alter it so that it ceases to obscure the navigational aid.

(4) Where a person fails to remove or alter the object in terms of sub-regulation (3), the Minister may cause such object to be removed or altered so that it ceases to obscure the navigational aid.

6. A navigational aid erected in terms of regulation 4 shall be-

(a) maintained in good working order by the person who erected it;

(b) removed if, in the opinion of the Minister, it is not satisfactorily maintained;

(c) modified, resited or adjusted if, in the opinion of the Minister, it is necessary in the interests of the safety of shipping. Maintenance of navigational aids

7. No person shall modify, remove, extinguish or resite a navigational aid erected in terms of regulation 4 without the prior approval of the Minister in writing. Modification, etc., of navigational aids

8. No person shall display, from sunset to sunrise, a red or green light, whether such light is flashing or continuous, or a flashing white light if-

(a) in the case of a red, green or white light situated in or on the water, such light is not a navigational aid or a light displayed in terms of the Inland Waters Shipping (Navigation) Regulations;

(b) in the case of a red, green or white light erected on the land, such light is situated so that, in the opinion of the Minister, it is likely to confuse a person navigating a vessel.

Display of lights forbidden in certain circumstances

SECTION 24-THE INLAND WATERS SHIPPING (SECTION 24 (3) HARBOURS) DESIGNATION NOTICE

Notice by the Minister

Federal Government Notice  
383 of 1961  
Statutory Instrument  
109 of 1986  
49 of 1993

1. This Notice may be cited as the Inland Waters Shipping (Section 24 (3) Harbours) Notice. Title

2. The area described in the Schedule is hereby designated as a harbour for the purposes of subsection (3) of section twenty-four of the Act. Designation of harbour

SCHEDULE

(Paragraph 2)

MPULUNGU HARBOUR

Starting from Beacon H.502, the boundary passes in a straight line southwards to Beacon H.500; thence in a straight line westwards for a distance of 274.32 metres; thence in a straight line north-westwards to the lake shore; thence continuing in the same straight line across the waters of the lake to the southern shore of Mkombula Island; thence eastwards along the lake shore for a distance of 1.6 kilometres; thence in a straight line south-eastwards across the waters of the lake to Beacon N; thence in a westerly direction along the lake shore to the point of starting; which area is delineated and bordered green on a plan numbered LA816, signed by the Director of Surveys and dated the 17th day of September, 1929, a copy whereof is deposited at the office of the Resident Secretary, Northern Province.

(Paragraph 2)

#### MULAMBA HARBOUR

Starting from point j on the bank of the canal the boundary proceeds eastwards for a distance of 10 metres to Beacon J on bearing 273.29.42 degrees; continuing eastwards on the same bearing for a distance of 526.23 metres to Beacon H; thence on a bearing of 199.30.40 degrees for a distance of 128.20 metres to Beacon G; thence on a bearing of 163.24.10 degrees for a distance of 89.77 metres to Beacon F; thence on a bearing of 73.20.50 degrees for a distance of 49.31 metres to Beacon E; thence on a bearing of 166.20 degrees for a distance of 126.66 metres to Beacon D; thence on a bearing of 189.05.50 degrees for a distance of 87.72 metres to Beacon C; thence on a bearing of 202.51.10 degrees for a distance of 112.75 metres to Beacon B; thence on a bearing of 141.12.30 for a distance of 168.25 metres to Beacon A; thence continuing north-westwards for a distance of 2 metres on a bearing of 141.12.30 degrees to point a on the east bank of the canal; thence along the bank of the canal to point j, the point of starting, which area is delineated and bordered red on Diagram No. 406/1986, signed by the Government Surveyor and dated 15th April, 1986, copy whereof is deposited at the office of the Surveyor-General, Lusaka, Zambia.

(As amended by S.I. No. 109 of 1986)

#### NARRATIVE DESCRIPTION OF STAND NO. 607 SIAVONGA HARBOUR

Starting from Beacon A the boundary follows a straight line on a bearing of 285 27'10" for a distance of 72.63 metres to Beacon B; thence from Beacon B the boundary follows a straight line on a bearing of 242 52'00" for a distance of 51.07 metres to Beacon C; thence from Beacon C the boundary follows a straight line on a bearing of 265 06'10" for a distance of 73.80 metres to Beacon D; thence from Beacon D the boundary follows a straight line on a bearing of 4 07'50" for a distance of 118.96 metres to Beacon E; thence from Beacon E the boundary follows a straight line on a bearing of 77 07'28" for a distance of 274.19 metres to Beacon F; thence from Beacon F the boundary continues in a straight line on the same bearing for a distance of 2 metres to a point "f" on the shore of Lake Kariba; thence from "f" the boundary follows the Lake Kariba shore line to a point "a"; from point "a" the boundary follows a straight line on a bearing of 285 27'10" for a distance of 2 metres to Beacon A, the point of starting, which area in extent 2.0504 Hectares is delineated and bordered red on Diagram No. 83/1993 signed by the Government Surveyor and dated 18th February, 1993, a copy whereof is deposited at the office of the Surveyor-General, Lusaka, Zambia.

(As amended by S.I. No. 49 of 1993)

#### THE INLAND WATERS SHIPPING (SECTION 24 (3) HARBOURS) REGULATIONS

##### ARRANGEMENT OF REGULATIONS

##### PART I

##### PRELIMINARY

##### Regulation

##### 1. Title