9.—In this Order :—

(1) the expressions "Harbour Authority," "Harbour," "Petroleum Spirit," and "Ship" shall have the meanings respectively assigned to them in the Petroleum (Consolidation) Act (Northern Ireland), 1929 (a).

(2) "Harbour Master" shall mean the Harbour Master or other Officer having authority to act in such capacity.

(3) "Owner" shall mean the Owner or Master of a petroleum ship or the owner of the petroleum spirit as the case may be.

(4) "Petroleum Ship" shall mean any ship having on board or about to take on board a cargo the whole or any part of which consists of petroleum spirit or having discharged petroleum spirit if the holds and tanks have not been rendered free from inflammable vapour.

10.—This Order may be cited as the Petroleum Spirit in Harbours Order (Northern Ireland), 1941.

Sealed with the Official Seal of the Ministry of Commerce for Northern Ireland this 17th day of February, Nineteen hundred and forty-one, in the presence of

(L.S.) (Signed) *W. Crone*,
Assistant Secretary.

Port of Belfast.

ORDER DATED 10TH MAY, 1941, MADE BY THE MINISTRY OF COMMERCE UNDER REGULATIONS 74 (1) AND 75 (1) OF THE DEFENCE (GENERAL) REGULATIONS, 1939.

1941. No. 110.

WHEREAS it appears to the Ministry of Commerce for Northern Ireland to be necessary, in the interests of the defence of the realm and for maintaining supplies and services essential to the life of the community, to make provision by order for the purpose of regulating, facilitating and expediting the traffic at the Port of Belfast;

AND WHEREAS the said Ministry has appointed a committee (called "the Port Emergency Committee," and hereinafter referred to as "the Committee") for the Port of Belfast :

NOW THEREFORE the said Ministry, by virtue of the Defence (General) Regulations, 1939, and of all other powers enabling it in that behalf, hereby orders as follows :—

(a) 20 Geo. 5, c. 13.

1.—In this Order the following expressions have the meanings hereby assigned to them, that is to say :—

" Managers " means the authority having the management of the Port ;

" Port " means the Port of Belfast and includes any dock, harbour, pier, quay, wharf, or similar place (whether privately owned or otherwise) within the limits of the Port ;

" Public warehouse " means any premises (or part of such premises) ordinarily used for the storage of goods belonging to persons other than the persons having the ownership or control of such premises.

2.—The Committee is hereby authorised to act as the representative of the Ministry of Commerce for Northern Ireland for the purpose of preventing or avoiding any undue congestion of traffic at the Port.

3.—The Committee may, subject to instructions, general or particular, of the said Ministry, issue on its behalf directions for regulating, facilitating, and expediting the traffic at the Port, including—

(*a*) the berthing and movement of ships,
(*b*) the use of tugs, lighters and barges,
(*c*) the loading and unloading of ships and the use of appliances therefor.
(*d*) the movement of vehicles,
(*e*) the prevention of entry by unauthorised persons,
(*f*) in connection with the loading and unloading of ships or the storage and warehousing of goods, the priority that should be given to particular cargoes or to particular pieces of work, and
(*g*) the suspension of leases or appropriations of berths and storage or warehouse accommodation :

Provided that the Committee shall not require a ship to leave the Port and proceed to sea without the consent of the Naval Officer responsible for the area in which the Port is situate.

4.—(1). If it appears to the Committee that in order to facilitate the flow of traffic at the Port, or to minimise the risk of damage by fire or enemy action, or in any case of emergency, it is desirable to give directions for the removal of any goods lying in the Port, the Committee may by notice require the owner or consignee of the goods to remove the goods within 48 hours after the service of the notice (hereinafter referred to as " the prescribed time ").

(2) If the goods referred to in the last preceding sub-paragraph are not removed within the prescribed time, the managers may at any time thereafter, at the risk of the owner or consignee remove such goods to any other part of the Port, or to any premises within the