Petroleum Spirit.

ORDER, DATED 17TH FEBRUARY, 1941, MADE BY THE MINISTRY OF COMMERCE UNDER REGULATION 76 (1) OF THE DEFENCE (GENERAL) REGULATIONS, 1939.

1941. No. 40.

WHEREAS by virtue of the Delegation of Emergency Powers (Northern Ireland) Order, 1940 (a), made on October 2, 1940, by the Secretary of State under Regulation 102A of the Defence (General) Regulations, 1939, and by directions given by the Secretary of State on October 7, 1940, in pursuance of the said Order the Secretary of State delegated his powers as respects Northern Ireland, in relation to the area of any harbour authority, under paragraph (1) of Regulation 76 of the said Regulations to the Ministry of Commerce for Northern Ireland.

NOW, THEREFORE, the Ministry of Commerce for Northern Ireland, in pursuance of the powers so delegated to it and of all other powers enabling it on that behalf, hereby orders as follows :—

1.—Notwithstanding any restriction imposed by or under any Act in relation to the shipping, unshipping, handling, storage or conveyance of ammunition explosives or inflammable substances, the following provisions shall apply to the loading and unloading, storage and conveyance of petroleum spirit within all harbours in Northern Ireland.

2.—The representative of the Owner shall give due notice to the Harbour Master of the arrival of a petroleum ship and as soon as practicable of the quantity of petroleum spirit on the petroleum ship and of the manner in which it is stowed.

3.—Before any petroleum spirit is brought into a harbour for shipment, or is transhipped from one petroleum ship to another petroleum ship in the harbour, or is loaded into or unloaded from any petroleum ship, the representative of the owner concerned shall give due notice to the Harbour Master of the time when and the place where it is intended to carry out such transhipment, loading or unloading. In selecting a place for the purpose of the loading or unloading of petroleum spirit the representative of the owner shall consult the Harbour Master and take all due precautions for the safety of the harbour. Provided that if owing to urgency, it is impracticable to give prior notice to the Harbour Master, notice shall be given at the first available opportunity.

4.—All petroleum ships in any harbour shall display by day a red flag with a white circular centre and by night a red light at the masthead

(a) U.K. S. R. & O., 1940, No. 1789.

or where it can be best seen but not less than 20 feet above the deck, in addition to any navigation lights which may be required by any other Regulations.

5.—A representative (hereinafter called the "Officer in charge") appointed by the owner and specially charged with the supervision of the loading and unloading of petroleum spirit, shall be present during the whole of the time of such loading and unloading, and until the holds and tanks of the petroleum ship being loaded or unloaded shall have been securely closed.

6.—Before any petroleum spirit contained in cans, casks, barrels or other containers is unloaded, the holds of the petroleum ship having on board such containers shall be thoroughly ventilated, and after all petroleum spirit has been removed from any such petroleum ship, the holds and tanks shall be rendered free from inflammable vapour. This requirement shall not apply to the tanks of a petroleum ship which leaves the arbour without delay after the discharge of petroleum spirit or remains only for the purpose of taking on board, bunkers, stores or ballast and of which the tanks are closed down immediately after the discharge of such petroleum spirit.

7.—From the time when the holds or tanks of a petroleum ship are first opened for the purpose of loading or unloading petroleum spirit until such time as all petroleum spirit shall have been loaded into or unloaded from such holds or tanks, and the holds or tanks shall have been securely closed down and, in the case of unloading, rendered free from inflammable vapour, the Officer in charge shall be responsible for seeing that no fire or artificial light capable of igniting inflammable vapour is on board such ship or at or near the place where the petroleum spirit is being loaded or unloaded and for taking all due precautions to reduce to a minimum the risks from sparks from funnels of ships, locomotives or otherwise. This regulation does not apply to (i) the use of lamps, heaters, cookers, or other similar apparatus of flameproof construction, and efficiently maintained, or (ii) the loading or unloading of a petroleum ship by means of steam from the ship's own boilers, or power generated by electric motors or internal combustion engines placed in a position away from cargo holds and pump rooms or alternatively by means of flameproof electrical equipment efficiently maintained.

8.—The Officer in charge shall also be responsible for seeing that the following provisions are duly observed :—

(1) No smoking shall be allowed at or near the place where petroleum spirit is being loaded or unloaded, and all persons engaged in such loading or unloading shall have previously deposited in a place approved by the Officer in charge, all smoking material, matches, lighters and similar articles. Every person employed in the loading or unloading of petroleum spirit shall submit to be searched, when required.