# Judicial (1895) Department.

ORDINARY PRINTED.

G.O., Nos. 226-227.

Dated 2nd Feb. 1895.

INDEXED.

[Despatch Abstract.]

PETROLEUM RULES

Requesting the sanction of the Government of India to the proposed amendment of Rule 11 of the -- with a view to permit the discharge of petroleum by night from tank steamers and declining meanwhile to permit Messrs. Best and Co. to discharge petroleum by night from a steamer expected to arrive shortly.

## BACK PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|---|---|---|---|---|---|---|---|
| 80 | 3173 | | 22-12-94. | | | | |

## FURTHER PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|---|---|---|---|---|---|---|---|
| | 756 | | 1895 | | | | |

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2nd February 1895, No. 226, Judicial.

# GOVERNMENT OF MADRAS.

## JUDICIAL DEPARTMENT.

Read—again G.O., dated 22nd December 1894, No. 3173, Judicial.

Abstract.—Referring to the Presidency Port Officer, the Board of Revenue, and the Harbour Trust Board, Madras, letter from Messrs. Best and Co. requesting that Rule 11 of the Petroleum Rules may be altered so as to permit the tank steamers to discharge their cargoes during the night as well as during the day.

Read—also the following papers:—

From E. TURNER, Esq., I.C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 11th January 1895, No. 3522.

I have the honour to acknowledge the receipt of G.O., dated 22nd December 1894, No. 3173, Judicial, and to inform you in reply that the Harbour Trust Board is strongly of opinion that when once a steamer carrying petroleum in bulk has been connected, while lying inside the harbour, with the pipe leading to the storage tanks, all possible expedition should be used in pumping out the tanks on board and getting the ship out of the harbour.

2. The Trustees consider that every precaution should be taken to guard against accident, and are of opinion that Rule 11 compelling a tank steamer to cease pumping at sundown should be altered, and that it should be compulsory upon the master of the ship to discharge his cargo with such dispatch as weather and ship's appliances may render possible.

3. With electric light to work by at night, the discharge should, in the opinion of the Board, be continued from the time when the connection is made between the ship and the storage tanks until the vessel has completed her discharge; and doing so will undoubtedly tend to minimise any danger which may exist consequent upon the admission of these steamers to the harbour.

4. I submit herewith a draft modification of Rule 11 which, in the opinion of the Harbour Trust Board, should be substituted for the present rule.

### Enclosures.

Extract of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the offices of the Board on Friday, the 11th day of January 1895.

* * * * *

4. Read G.O., dated 22nd December 1894, No. 3173, Judicial, referring for remarks a letter from Messrs. Best and Co., dated 15th idem, requesting that No. 11 of the rules for regulating the importation of petroleum by sea at Madras may be altered, so as to permit the tank steamers to continue their discharge during the night.

Read draft reply to the Chief Secretary to Government submitting a proposed amended Rule No. 11—which in the opinion of the Harbour Trustees should be substituted for the existing rule—making it compulsory upon the masters of bulk oil steamers to continue discharge night and day from the time connection is made between the ship and the storage tanks until discharge is complete.

*Resolution.*—Approved.

* * * * *

*Existing Rule No. 11.*

When petroleum is imported in bulk, its removal from the ship shall be effected by means of a hose and a wrought-iron pipe between sunrise and sunset. Petroleum so imported shall be pumped into storage-tanks, and when the ship has finished discharging, the pipe shall immediately be emptied by means of a supplementary pump on shore. When the ship has not finished discharging by sunset, arrangements must be made by means of a valve for effectually preventing any of the oil left in the pipe from escaping.

*Proposed amended Rule No. 11.*

When petroleum is imported in bulk, its removal from the ship shall be effected by means of a hose and a wrought-iron pipe and it shall be pumped into storage tanks. The discharge shall be continuous day and night until completed, weather and appliances permitting. When working at night the electric light only shall be used, and when the ship has finished discharging, the pipe to the storage tanks shall immediately be emptied by means of a supplementary pump on shore.

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From Commander W. POWELL, R.I.M., Presidency Port Officer, Madras, to the Chief Secretary to Government, dated 16th January 1895, No. 11-9-G.

In reply to G.O., Judicial, No. 3173, dated 22nd December 1894, I have the honour to remark that I see no objection to petroleum being allowed to be discharged at night provided that the portable electric lamps arrangement proposed by Messrs. Best and Co. in paragraph 5 of their letter is thoroughly carried out.

---

Proceedings of the Board of Revenue (Separate Revenue), dated 19th January 1895, Mis. No. 246.

*Read*—the following letter from the Collector of Sea Customs, Madras, dated 12th January 1895, No. 171 G.:—

With reference to Board's Proceedings, Mis. No. 17, dated 8th instant, I have the honour to report that, so far as this office is concerned, there is no objection to allowing vessels bringing bulk petroleum to discharge their cargoes after hours on due notice given and permission previously obtained, and No. 11 of the Petroleum Rules framed under section 8 of the Act XII of 1886 may be modified accordingly. One consideration, however, is whether on premises which are so heavily charged with petroleum vapour, night work can be allowed. With the electric light, however, there would appear to be little danger. It would certainly be an advantage for all parties to get rid of the petroleum from on board as soon as possible and let the ships get away. But it must further be considered that the danger of a conflagration may not only occur at the reservoir but at any point between the reservoir and the ship. A light set to any leakage from any part of pipe may, it would appear, cause a conflagration both in the reservoir and on the ship with most disastrous results.

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*Resolution*—dated 19th January 1895, Mis. No. 246.

Submitted to Government with reference to G.O., Judicial Department, dated 22nd December 1894, No. 3173.

2. The objection that the Collector points out to the discharge of bulk petroleum from steamers during the night is that a light set to any leakage from any part of the pipe may cause a conflagration both in the reservoir and on the ship. The Board does not consider this likely to happen, as the importers would of course secure their own interests in this respect.

(True Copy and Extract.)

(Signed) EDMUND MILLETT,
*Assistant Secretary.*

To the Chief Secretary to Government, Judicial Department.
Copy to the Collector of Sea Customs, Madras.

From Messrs. BEST & Co., Madras, to the Chief Secretary to Government, dated 23rd January 1895.

We have the honour to inform you that a tank steamer will arrive in Madras to discharge a cargo of petroleum within the next ten days and we shall be pleased to know if pumping may go on during the night.

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ORDER—dated 2nd February 1895, No. 226, Judicial.

The draft rule proposed by the Harbour Trust Board is defective inasmuch as it does not provide for the prevention of an escape of oil from the discharging pipe, should the discharge for any reason be temporarily suspended. The following sentence will accordingly be added:—

> "If for any cause the discharge of petroleum is at any time suspended, arrangements must be made by means of a valve for effectually preventing any of the oil left in the pipe from escaping."

2. The Government of India will now be addressed for sanction to the proposed amendment.

3. Messrs. Best & Co. will be informed that Government cannot permit the discharge of petroleum by night from their steamer which is expected to arrive shortly, inasmuch as the Petroleum Act requires the prior sanction of the Government of India to any changes in the rules, and it is then necessary further to publish the draft amendment in the *Fort St. George Gazette.*

[Here enter No. 227, dated 2nd February 1895.]

(True Extract.)

for *Chief Secretary.*

To Messrs. Best & Co.
,, the Presidency Port Officer.
,, the Board of Revenue.
,, the Chairman, Harbour Trust.
,, the President, Municipal Commission.
,, the Commissioner of Police.

Exd. A. Raitt.

## Govt. of {1895} Madras.

### JUDICIAL.

Issued

Recd. Encl.

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G.O., 2nd February 1895, No. 226.

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FEBRUARY.

## Petroleum Rules.

Stating that the Government of India will be addressed for sanction to the proposed amendment of Rule 11 of the — with a view to permit the discharge of petroleum by night from tank steamers, but declining to permit Messrs. Best & Co. meanwhile to discharge petroleum by night from a steamer which is shortly expected.

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2nd February 1895, No. 227, Judicial.

## JUDICIAL DEPARTMENT.

Letter—from

The CHIEF SECRETARY to the GOVERNMENT of
FORT ST. GEORGE,

To

The SECRETARY to the GOVERNMENT of INDIA,
Home Department.

Sir,

I am directed to solicit the sanction of the Government of India to the substitution of the following rule for the existing rule No. 11 framed under section 8 of the Petroleum Act, XII of 1886, and sanctioned in Mr. Melitus' letter, dated 3rd February 1893, No. 122:—

> "When petroleum is imported in bulk, its removal from the ship shall be effected by means of a hose and a wrought-iron pipe and it shall be pumped into storage tanks. The discharge shall be continuous day and night until completed, weather and appliances permitting. When working at night the electric light only shall be used, and when the ship has finished discharging, the pipe to the storage tanks shall immediately be emptied by means of a supplementary pump on shore. "If for any cause the discharge of petroleum is at any time suspended, arrangements must be made by means of a valve for effectually preventing any of the oil left in the pipe from escaping."

2. The object of the proposed amendment is to permit the continuous discharge of petroleum in bulk where the appliances used are of such a description as to prevent risk of accidents during the night time. The rule at present in force forbids the discharge of petroleum by night. It is believed that the Bengal rules allow discharge by night provided the written permission of the Port Commissioners is previously obtained. Under these circumstances I am to say that His Excellency in Council trusts that the amendment now proposed may be approved. The circumstances which led to this proposal are fully set forth in the orders of this Government, dated 22nd December 1894, No. 3173, and 2nd February 1895, No. 226, copies of which are enclosed. I am to request that a telegraphic reply may be made to this reference.

I have the honour to be,
Sir,
Your most obedient servant,

Fort St. George,
*2nd February* 1895.

*Chief Secretary.*

Exd. A. Raitt.

**Regr. No.**

HOME 1895 DEPT.

[ ]

*From the Government of*
*Fort St. George.*

*Issued*

*Recd.* *Encl.*

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**Letter, 2nd February 1895, No. 227.**

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**FEBRUARY.**

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### Petroleum Rules.

Requesting sanction to the proposed amendment of Rule **11** of the — with a view to permit the discharge of petroleum by night as well as by day.

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~~MARINE DEPARTMENT~~

CURRENT No. ~~19~~ 149

FROM

THE CHAIRMAN, Jud Dept
HARBOUR TRUST BOARD,
*MADRAS.*

G.O. 3173. 22 Dec 94

To

THE CHIEF SECRETARY TO GOVERNMENT,
*Marine Department.*

DATED 11th January 1895

DESPATCHED 12th — . — 1895.

RECEIVED 12th . . .

Regd 15th

ENCLOSURES. Two

CHIEF SECRETARY
12 JAN. 1895
GOVERNMENT OF MADRAS

No. 3522

[illegible] 19/1

### SUBJECT.

Petroleum Rules

Submitting proposed amended rule No. 11 for the importation of Petroleum in bulk at Madras: in reply to G. O. Judicial No. 3173 dated 22nd December 1894

To await ~~the~~ ~~the~~ 2 replies.
May this be printed please?
Yes
19/1

MR 16/1.

Enclos 3 Gw

**EXTRACT of Proceedings of the TRUSTEES OF THE HARBOUR OF MADRAS, at a Meeting held at the Offices of the Board on Friday the 11th day of January 1895.**

4. Read G. O. No. 3173 Judicial, dated 22nd December 1894, referring for remarks a letter from Messrs. Best & Co., dated 15th idem, requesting that No. 11 of the rules for regulating the importation of Petroleum by sea at Madras may be altered: so as to permit the tank steamers to continue their discharge during the night.

Read draft reply to the Chief Secretary to Government submitting a proposed amended rule No. 11 — which in the opinion of the Harbour Trustees should be substituted for the existing rule — making

it

it compulsory upon the masters of bulk oil Steamers to continue discharge night and day from the time connection is made between the Ship and the storage tanks until discharge is complete.

Approved.

x x x

True Extract

C Vincent
Secretary
Harbour Trust Board

HARBOUR TRUST
MADRAS 12 JAN.95
SECRETARY'S OFFICE

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mar
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49

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Existing rule No. 11

4th

When petroleum is imported in bulk, its removal from the ship shall be effected by means of a hose and a wrought-iron pipe — between sunrise and sunset. Petroleum so imported shall be pumped into storage-tanks and when the ship has finished discharging the pipe shall immediately be emptied by means of a Supplementary pump or Shore. When the ship has not finished discharging by sunset, arrangements must be made by means of a valve for effectually preventing any of the oil left in the pipe from escaping.

Proposed amended rule No. 11

When petroleum is imported in bulk, its removal from the ship shall be effected by means of a hose, and a wrought-iron pipe: and it shall be pumped into storage tanks. The discharge shall

shall be continuous day and night until completed, weather and appliances permitting. When working at night the Electric light only shall be used; and when the ship has finished discharging, the pipe to the storage tanks shall immediately be emptied by means of a Supplementary pump on shore.

HARBOUR TRUST
MADRAS 12 JAN. 95
SECRETARY'S OFFICE

C. Smithut
Secretary
Harbour Trust Board

Jud mar 5
1
149

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CURRENT No. 19.
18
149

**Madras Harbour Trust,**
SECRETARY'S OFFICE,
11th January 1895.

No. 3522

From
Edward Turner Esquire I.C.S.
CHAIRMAN, HARBOUR TRUST BOARD,
MADRAS.

To
The Hon'ble Mr. E. Gibson I.C.S.
Ag. *Chief Secretary to Government,*
*Marine Department.*

Jud. 1 No. 8 -

SIR,

I have the honour to acknowledge the receipt of G.O. Judicial No. 3173 dated 22nd December 1894, and to inform you in reply that the Harbour Trust Board is strongly of opinion that when once a steamer carrying petroleum in bulk has been connected, while lying inside the Harbour, with the pipe leading to the storage tanks, all possible expedition should be used in pumping out the tanks on board and getting the ship out of the Harbour.

2. The Trustees consider that every precaution should be taken to guard against accident, and are of opinion that rule 11 compelling a tank steamer to cease pumping at sundown should be altered, and that it should be compulsory upon the master of the ship to discharge his cargo with such dispatch as weather and ships appliances may render possible.

3. With electric light to work by at night, the discharge should in the opinion of the Board be continued from the time when the connection is made between the ship and the storage tanks, until the vessel has completed her discharge; and doing so will undoubtedly tend to minimise any danger which may exist consequent upon the admission of these steamers

steamers to the Harbour.

4. I submit herewith a draft modification of rule 11 which in the opinion of the Harbour Trust Board should be substituted for the present rule.

I have the honour to be
Sir
Your obedt. Servant
E Lomas
Chairman
Harbour Trust Board

P
Secy

J.S.

Heading. No. $\frac{11}{9}$ G

PRESIDENCY PORT OFFICE,
Madras, 16th January 1895.

From
Commander W Powell, R.I.M.
~~THE~~ PRESIDENCY PORT OFFICER,
MADRAS,

5 P

To
THE CHIEF SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
FORT ST. GEORGE.

SIR,

In reply to G.O. Judicial, No. 3173, dated 22nd December 1894, I have the honor to remark that I see no objection to Petroleum being allowed to be discharged at night provided that the portable electric lamps arrangement proposed by Messrs: Best & Co. in para 5 of their letter is thoroughly carried out.

I have the honor to be,
Sir,
Your most obdt. servant,
Walter Powell
Commander, R.I.M.,
Presidency Port Officer

149

CURRENT No. 202

Judicial

~~Marine~~ (1895) DEPARTMENT.

Jud Depr

From

THE PRESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECY. TO GOVERNMENT,

MARINE DEPARTMENT,

Fort St. George.

No. 11/9 G

Dated 16 } January 1895.
Received 18 }

No.

CHIEF SECRETARY
18 JAN 1895
GOVERNMENT OF MADRAS

Subject.

Informing that there is no objection to Petroleum being allowed to be discharged at night.

K

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[ G/9 ]
1,000-25-1

P. 3173/94 S.C.
& cts 268, 202

Current No. 263

Jud DEPARTMENT.

From

Messrs Best & Co.

No.

Dated 23-1-95

Received 23-1-95

Enclosures

SUBJECT.

Stating that a Tank Steamer is expected soon & asking if pumping may go on during the night

BEST & Co

CURRENT No. 263

Madras 23 January 1895

CHIEF SECRETARY
23 JAN. 1895
GOVERNMENT OF MADRAS

6P

The Chief Secretary
to the Government of Madras
Fort St. George.

Sir,

Discharging Tank Steamers.

We have the honor to inform you that a Tank Steamer will arrive in Madras to discharge a cargo of Petroleum within the next ten days and we shall be pleased to know if pumping may go on during the night.

We have the honor to be
Sir,
B. Your obedient servants,
Best & Co

---

CURRENT No. 268

7P

# Proceedings of the Board of Revenue

(Separate Revenue,)

Dated 19 January 1895.
No. 246, Mis

Read the following letter from the Collector of Sea Customs, Madras, dated 12 January 1895 No 171 G:—

"With reference to Board's Proceedings Miscellaneous No 17 dated 8 Instant, I have the honor to report that so far as this Office is concerned there is no objection to allowing vessels bringing bulk petroleum to discharge their cargoes after hours on due notice given and permission previously obtained and No 11 of the Petroleum Rules framed under Section 8 of the Act XII of 1886 may be modified accordingly. One consideration however is whether on premises which are so heavily charged with petroleum vapour, night work can be allowed

With

with the Electric light however there would appear to be little danger. It would certainly be an advantage for all parties to get rid of the petroleum from on board as soon as possible and let the ships get away. But it must further be considered that the danger of a Conflagration may not only occur at the reservoir but at any points between the reservoir and the ship. A light set to any leakage from any part of pipe, may, it would appear, cause a Conflagration both in the reservoir and on the ship with most disastrous results."

---

Resolution.

Submitted to Government with reference to Government Order, Judicial Department, dated 22- December 1894 No 3173

2 The objection that the Collector points out to the discharge of bulk petroleum, from steamers during the night is

is that a light set to any leakage from any part of the pipe may cause a Conflagration both in the reservoir and on the ship. The Board does not consider this likely to happen as the importers would of course secure their own interests in this respect.

(True Copy and Extract)

Assistant Secretary

To
The Chief Secretary to Government
Judicial Department
Copy to the Collector of Sea Customs,
Madras.

Ex
22/1

CURRENT NO. 268
1894

Board of Revenue
Separate Revenue
Madras.

Judl

To

The Secretary to Government
Judicial Department

CHIEF SECRETARY
23 JAN 1895
GOVERNMENT OF MADRAS

Recd 23/1

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Proceedings dated 19 January 1895
No 246, Mis

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Subject

Submitting to Government the report called for on the question of permitting the discharge of bulk petroleum from steamers during the night as well as during the day

Recd & sent to Press.
MR 24/1

Recd from Press. 25/1
sent to U.S. 25/1

MR

---

Read again G.O. 22 Dec. 94 No. 3173 & C Nos 149, 202, 263 & 268/95.

Judicial DEPARTMENT.

~~From~~

Dated 189 .

FOR ORDERS.

The proposed amendment has the support of the Harbour Trust Board, the P.P.O & the Bd. of Rev. Perhaps the G. I. might be addressed for the adoption of amended Rule no. 11 proposed by the Harbour Trust Board?

Send India deferred letter asking permission & saying letter is on the way.

Would it not be wiser to follow the suggestion in the note for orders & in G.O. of 22 Decr 1894 No. 3173 - viz. to amend Rule no. 11 by inserting "and unless the Govt shall otherwise direct" immediately before "between sunrise & sunset". The effect of this would be to secure a full report to Govt. showing that the arrangements for removal of petroleum by night were safe, before permission could be granted. ~~that~~

I hardly think this is needed

2. The amended rule as drafted by the Harbour Trust Board is also defective as it omits the last sentence of the existing rule. This is required in case where appliances or weather do not permit the discharge of petroleum by night

To the amended rule we might add "If for any cause the discharge of petroleum is at any time suspended, arrangements must be made . . . . . . from escaping", filling in blank from old rule.

3. Messrs. Best & Co. ask if they may begin pumping by night with their next steamer which is expected to arrive within the next ten days. They must be answered in the negative, for two reasons, viz:—

(1) The previous sanction of the Govt. of India is necessary under section 8 of the Petroleum Act before the rule can be amended.

29/1/95

MR 25/1

iij) Under S.26 of the Act. I 90 dt 15 Sept. 1887 No 2136 Jud. (vide bound file red tape) the draft rule must be published in one issue of the Gazette in English & each other language as may be directed by the Local Govt.

D
25.1

27/1/95
(28/1/95)

Amended Rule No. (11) of the Petroleum Rules

E

(7 orders)

Hw

S.O. 226/227 Jud
2/2/95

28/1

C 29/1

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INDIAN TELEGRAPHS. Monthly Number.

Code Class.

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|---|---|---|---|---|---|
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| Words. | Day. 6 | Hour. 17 | Minute. 39 | Official Instructions. | |
| To (Person) Hd. Clerk Chief Secy. | | | | From (Person) Supdt. Govt. Press | |

Type of Judl. G. O. dated 22nd Dec 1894 No. 3173 Petroleum Rules has been broken up: shall I reset it.

D
6-2-95

64 Word Form.

F. C 2.

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C. G. P.—No. 331 T—29-9-93—23,00,000.

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500—20-6-94.

DEPARTMENT.

Papers to be read in Proceedings :—

3

Again G.O., dated 22 Dec. 18 94, No. 8173

Again G.O., dated 18 , No.

Current No. of 18 , dated from

Currents received in ref. thereto

Current No. of 18 , dated from

E

Print immediately after Co. has passed the

Order of 2 Feb. 95, No. 226.

The draft rule proposed by the Harbour Trust Board is defective inasmuch as it does not provide for ~~the case contemplated~~ the prevention of an escape of oil from the discharging pipe, should the discharge for any reason be temporarily suspended. The following sentence will accordingly be added

When petroleum is imported in bulk, its removal from the ship shall be effected by means of a hose and a wrought-iron pipe and it shall be pumped into storage tanks. The discharge shall be continuous day and night until completed, weather and appliances permitting. When working at night the electric light only shall be used, and

"If for any cause the discharge of petroleum is at any time suspended, arrangements must be made by means of a valve for effectually preventing any of the oil left in the pipe from escaping".

at night provided that the portable electric lamps arrangement proposed by Messrs. Best and Co. in paragraph 5 of their letter is thoroughly carried out.

amendment.

3. Messrs. Best & Co. will be informed that Govt. cannot permit the discharge of petroleum by night from the steamer which is expected to arrive shortly, inasmuch as the Petroleum Act requires the prior sanction of the Govt. of India to any changes in the rules, & it is then necessary further to publish the draft amendment in the Fort St. George Gazette.

(From orders)

V.E.

Mss. Copy of para. 3 to Best & Co.

at once.

Messrs. Best & Co. 592 desptd 2/2/95 31.1 D
Presdt. Port officer (Marine).
~~Pres~~ Board of Revenue (3 copies).
Chairman Harbour Trust B.
Presdt. Municipal Commission
The Commr. of Police

1/2/95

Amendment of Petroleum Rules

The following letter telegram will be despatched

Letter of 2 Feb. 95, No. 227.
Secretary to the Govt. of India,
Home Department

6/2/95
7/2/95 Despd. with the Chr's Press & G.O. No 3173

V.E.

Sir.

I am directed to solicit the sanction of the Govt. of India to the substitution of the following rule for the existing rule No. 11 framed under S. 8 of the Petroleum Act XII of 1886 & sanctioned in Mr. McLeters' letter d/ 3 February 1893, No. 122.

C.
from orders

H.E. Draft rule as amended by Govt.

2. The object of the proposed amendment is to permit of the continuous discharge of petroleum in bulk where the appliances used are of such a description as to prevent risk of ~~explosion~~ accidents during the night time. The rules at present in force forbids the discharge of petroleum by night. – It is believed that the Bengal Rules already allow discharge by night provided that the written permission of the Port Commissioners is previously obtained. – Under these circumstances I am to say that H.E. in Council trusts that the amendment now proposed may be approved, & I am to request that a telegraphic reply may be made to this reference.

Is this necessary?

?
The circumstances which led to this proposal are fully set forth in the orders of this Govt. d/ 22 Decr. 1894 No 3173 & d/ February 1895 No , copies of which are enclosed.

From orders
D
31.1

Deferred Telegram to Home.

McLeters' letter dated third February 1893. number 122. Solicit sanction to amendment of rule eleven framed under section eight of Petroleum Act + ~~permitting discharge of petroleum by night when electric light is used & due precautions taken to prevent accident. Letter follows.~~

42 words cost Rs 2.10. D 31.1

1/2

10
1/2/95

Note
The new rule contains about 120 words Perhaps it would be better to telegraph the whole rule; if so, the telegram shd. run
[Amended rule runs H.E. Rule]
to be entered after the word "Act"
D
31.1

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C. Ragavalu

P.501
34

2nd February

226

TH JANUARY 1895, No. , JUDICIAL.

GOVERNMENT OF MADRAS.

JUDICIAL DEPARTMENT.

READ—again G.O., dated 22nd December 1894, No. 3173, Judicial.

ABSTRACT.—Referring to the Presidency Port Officer, the Board of Revenue, and the Harbour Trust Board, Madras, letter from Messrs. Best and Co. requesting that Rule 11 of the Petroleum Rules may be altered so as to permit the tank steamers to discharge their cargoes during the night as well as during the day.

READ—also the following papers:—

From E. TURNER, Esq., I.C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 11th January 1895, No. 3522.

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2. The Trustees consider that every precaution should be taken to guard against accident, and are of opinion that Rule 11 compelling a tank steamer to cease pumping at sundown should be altered, and that it should be compulsory upon the master of the ship to discharge his cargo with such dispatch as weather and ship's appliances may render possible.

3. With electric light to work by at night, the discharge should, in the opinion of the Board, be continued from the time when the connection is made between the ship and the storage tanks until the vessel has completed her discharge; and doing so will undoubtedly tend to minimise any danger which may exist consequent upon the admission of these steamers to the harbour.

4. I submit herewith a draft modification of Rule 11 which, in the opinion of the Harbour Trust Board, should be substituted for the present rule.

ENCLOSURES.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the offices of the Board on Friday, the 11th day of January 1895.

* * * * *

4. Read G.O., dated 22nd December 1894, No. 3173, Judicial, referring for remarks a letter from Messrs. Best and Co., dated 15th idem, requesting that No. 11 of the rules for regulating the importation of petroleum by sea at Madras may be altered, so as to permit the tank steamers to continue their discharge during the night.

Read draft reply to the Chief Secretary to Government submitting a proposed amended Rule No. 11—which in the opinion of the Harbour Trustees should be substituted for the existing rule—making it compulsory upon the masters of bulk oil steamers to continue discharge night and day from the time connection is made between the ship and the storage tanks until discharge is complete.

*Resolution.*—Approved.

* * * * *

W

*Existing Rule No.* 11.

When petroleum is imported in bulk, its removal from the ship shall be effected by means of a hose and a wrought-iron pipe between sunrise and sunset. Petroleum so imported shall be pumped into storage-tanks, and when the ship has finished discharging, the pipe shall immediately be emptied by means of a supplementary pump on shore. When the ship has not finished discharging by sunset, arrangements must be made by means of a valve for effectually preventing any of the oil left in the pipe from escaping.

*Proposed amended Rule No.* 11.

When petroleum is imported in bulk, its removal from the ship shall be effected by means of a hose and a wrought-iron pipe and it shall be pumped into storage tanks. The discharge shall be continuous day and night until completed, weather and appliances permitting. When working at night the electric light only shall be used, and when the ship has finished discharging, the pipe to the storage tanks shall immediately be emptied by means of a supplementary pump on shore.

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From Commander W. POWELL, R.I.M., Presidency Port Officer, Madras, to the Chief Secretary to Government, dated 16th January 1895, No. 11-9-G.

In reply to G.O., Judicial, No. 3173, dated 22nd December 1894, I have the honour to remark that I see no objection to petroleum being allowed to be discharged at night provided that the portable electric lamps arrangement proposed by Messrs. Best and Co. in paragraph 5 of their letter is thoroughly carried out. 202

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Proceedings of the Board of Revenue (Separate Revenue), dated 19th January 1895, Mis. No. 246.

*Read*—the following letter from the Collector of Sea Customs, Madras, dated 12th January 1895, No. 171 G.:— 265

With reference to Board's Proceedings, Mis. No. 17, dated 8th instant, I have the honour to report that, so far as this office is concerned, there is no objection to allowing vessels bringing bulk petroleum to discharge their cargoes after hours on due notice given and permission previously obtained, and No. 11 of the Petroleum Rules framed under section 8 of the Act XII of 1886 may be modified accordingly. One consideration, however, is whether on premises which are so heavily charged with petroleum vapour, night work can be allowed. With the electric light, however, there would appear to be little danger. It would certainly be an advantage for all parties to get rid of the petroleum from on board as soon as possible and let the ships get away. But it must further be considered that the danger of a conflagration may not only occur at the reservoir but at any point between the reservoir and the ship. A light set to any leakage from any part of pipe may, it would appear, cause a conflagration both in the reservoir and on the ship with most disastrous results.

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*Resolution*—dated 19th January 1895, No. 246, Mis.

Submitted to Government with reference to G.O., Judicial Department, dated 22nd December 1894, No. 3173.

2. The objection that the Collector points out to the discharge of bulk petroleum from steamers during the night is that a light set to any leakage from any part of the pipe may cause a conflagration both in the reservoir and on the ship. The Board does not consider this likely to happen, as the importers would of course secure their own interests in this respect.

(True Copy and Extract.)

(Signed) EDMUND MILLETT,
*Assistant Secretary.*

To the Chief Secretary to Government, Judicial Department.
Copy to the Collector of Sea Customs, Madras.

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From Messrs. BEST and Co., Madras, to the Chief Secretary to Government, dated 23rd January 1895. 263

We have the honour to inform you that a tank steamer will arrive in Madras to discharge a cargo of petroleum within the next ten days and we shall be pleased to know if pumping may go on during the night.

2nd February 1895, No. 227, Judicial.

## JUDICIAL DEPARTMENT.

Letter—from

The CHIEF SECRETARY to the GOVERNMENT of
FORT ST. GEORGE,

To

The SECRETARY to the GOVERNMENT of INDIA,
Home Department.

Sir,

I am directed to solicit the sanction of the Government of India to the substitution of the following rule for the existing rule No. 11 framed under section 8 of the Petroleum Act, XII of 1886, and sanctioned in Mr. Melitus' letter, dated 3rd February 1893, No. 122 :—

> "When petroleum is imported in bulk, its removal from the ship shall be effected by means of a hose and a wrought-iron pipe and it shall be pumped into storage tanks. The discharge shall be continuous day and night until completed, weather and appliances permitting. When working at night the electric light only shall be used, and when the ship has finished discharging, the pipe to the storage tanks shall immediately be emptied by means of a supplementary pump on shore.
>
> "If for any cause the discharge of petroleum is at any time suspended, arrangements must be made by means of a valve for effectually preventing any of the oil left in the pipe from escaping."

2. The object of the proposed amendment is to permit the continuous discharge of petroleum in bulk where the appliances used are of such a description as to prevent risk of accidents during the night time. The rule at present in force forbids the discharge of petroleum by night. It is believed that the Bengal rules allow discharge by night provided the written permission of the Port Commissioners is previously obtained. Under these circumstances I am to say that His Excellency in Council trusts that the amendment now proposed may be approved. The circumstances which led to this proposal are fully set forth in the orders of this Government, dated 22nd December 1894, No. 3173, and 2nd February 1895, No. 226, copies of which are enclosed. I am to request that a telegraphic reply may be made to this reference.

I have the honour to be,
Sir,
Your most obedient servant,

Fort St. George,
*2nd February* 1895.

*Chief Secretary.*

Exd. A. Raitt.

**Regr. No.**

HOME 1895 DEPT.

[ ]

*From the Government of*
*Fort St. George.*

*Issued*

*Recd.* *Encl.*

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**Letter, 2nd February 1895, No. 227.**

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**FEBRUARY.**

## Petroleum Rules.

Requesting sanction to the proposed amendment of Rule 11 of the — with a view to permit the discharge of petroleum by night as well as by day.

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2nd February 1895, No. 227, Judicial.

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2. The object of the proposed amendment is to permit the continuous discharge of petroleum in bulk where the appliances used are of such a description as to prevent risk of accidents during the night time. The rule at present in force forbids the discharge of petroleum by night. It is believed that the Bengal rules allow discharge by night provided the written permission of the Port Commissioners is previously obtained. Under these circumstances I am to say that His Excellency in Council trusts that the amendment now proposed may be approved. The circumstances which led to this proposal are fully set forth in the orders of this Government, dated 22nd December 1894, No. 3173, and 2nd February 1895, No. 226, copies of which are enclosed. I am to request that a telegraphic reply may be made to this reference.

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Your most obedient servant,

Fort St. George,
*2nd February* 1895.

J. F. PRICE,
*Chief Secretary.*

Exd. A. Raitt.

**Regr. No.**

HOME 1895 DEPT.

[ ]

*From the Government of*
*Fort St. George.*

*Issued*

*Recd.* *Encl.*

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**Letter, 2nd February 1895, No. 227.**

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**FEBRUARY.**

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## Petroleum Rules.

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