

Judicial (1895) Department.

ORDINARY PRINTED.

G.O., No. 379.

Dated 20th Feb. 1895.

INDEXED.

[Despatch Abstract.]

PETROLEUM RULES

Directing publication in the Gazette of Notification publishing,
for general information, draft of rule 11 of the -- as amended, with a
view to permit the discharge of petroleum by night from tank steamers.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	3173.		22-12-94				
	226-7.		2-2-95.				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1517.		1895.		160	jud	29-3-95
C	2936.		1895	1548	jud		24-7-95
fo	594		19-3-96.5				

Gobt. of {1895} Madras.

JUDICIAL.

Issued

Recd.

Encl.

G.O., 20th February 1895, No. 379.

FEBRUARY.

Petroleum Rules.

Directing publication in the Fort St. George Gazette of notification publishing for general information draft of rule 11 of the — as amended with a view to permit the discharge of petroleum by night from tank steamers.

20TH FEBRUARY 1895, No. 379, JUDICIAL.

GOVERNMENT OF MADRAS.
JUDICIAL DEPARTMENT.

READ—again the following papers :—

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.

G.O., dated 2nd February 1895, Nos. 226, 227, Judicial.

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

READ—also the following paper :—

Telegram from the Government of India, Home Department, dated 15th February 1895, No. 230.

ABSTRACT.—Stating that, as at present advised, the Governor-General in Council sees no objection to the proposed amendment of rule 11 of the Rules framed under section 8 of the Petroleum Act, but that the rule should first be published in accordance with Home Department (Judicial) Notification No. 1470, dated 2nd September 1887, and if any objections are then taken they will be considered.

ORDER—dated 20th February 1895, No. 379, Judicial.

The following notification will be published in the *Fort St. George Gazette* in English, Tamil and Telugu for the information of the public :—

NOTIFICATION.

In accordance with the provisions of section 26 of the Petroleum Act, XII of 1886, and the directions contained in the notification of the Government of India, dated 2nd September 1887, No. 1470, Home Department, the Governor of Fort St. George in Council is pleased, with the previous sanction of the Governor-General in Council, to publish for general information the following draft rule in substitution of rule 11 of the Rules framed under section 8 of the Act to regulate the importation of petroleum by sea into the Presidency of Madras, and to give notice that the draft will be taken into consideration on the expiry of ten days from the date of this notification :—

“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."

(True Extract.)

Chief Secretary.

To Messrs. Best and Co.
 „ the Presidency Port Officer.
 „ the Board of Revenue.
 „ the Chairman, Harbour Trust Board.
 „ the President, Municipal Commission, Madras.
 „ the Commissioner of Police.
 „ the Marine Department.
 „ the Local and Municipal Department.
 „ the Public Works Department.
 „ the Revenue Department.
 „ the Tamil Translator to Government.
 „ the Telugu „ „
 Gazette (notification).

Exd. J. Henrious.

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 Govt. of {1894} Madras.
 JUDICIAL.

Issued

Recd.

Encl.

G.O., 22nd Dec. 1894, No. 3173.

DECEMBER.

Petroleum Rules.

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

GOVERNMENT OF MADRAS.
JUDICIAL DEPARTMENT.

READ—the following paper:—

From Messrs. BEST & Co., to the Chief Secretary to Government, dated Madras, 15th December 1894.

We have the honour to invite your attention to Rule 11 of the rules framed under section 8 of the Petroleum Act XII of 1886 regulating the importation of petroleum by sea into the Presidency of Madras.

Being the sole importers of petroleum in bulk into Madras, we consider that this rule places unnecessary restriction upon our operations, and we are desirous of having it altered to permit the tank steamers to discharge their cargoes during the night as well as during the day.

The first tank steamer to discharge bulk petroleum in Madras was here in the month of February 1892, and since that time many boats have discharged cargoes without accident or hitch of any kind. The result of our experience therefore, we think, is of some value in discussing the question, and we beg to append our reasons for asking that the rule be modified in the manner above mentioned.

1. The most important thing to be guarded against in the discharge of petroleum in bulk is leakage between the ship's pipes and those on shore as the oil being of a low specific gravity will float on the surface of the water. Each of our tank steamers carries a complete electric installation, and there will be no difficulty in fixing lights in such positions between the ship and the harbour wall, that the pipes may be examined from time to time while pumping is going on, and any leakage attended to.

2. It is highly desirable after the ship's pipe has once been connected to the shore that pumping should go on without intermission, as in the event of bad weather coming on, a steamer could not go to sea with one of her tanks half pumped out. The oil compartments are so constructed that unless each is quite full, or nearly empty, the ship is in an unseaworthy condition, and in the event of it being necessary to leave the harbour in this state either one of two courses is open—to empty that particular tank on which the pumps are engaged, or fill it up with water. The former would be impossible during the night when all work had ceased, and the latter would incur a serious loss as the oil would be damaged for lighting purposes after contact with salt water.

Presuming that work were allowed to go on during the night the chances of a steamer being caught with one tank half full are considerably minimized, as under ordinary circumstances sufficient time would elapse to empty the compartment in question after receiving notice from the Port Officer to quit the harbour.

3. By allowing tank steamers to pump during the night the discharge would be finished in half the time at present required, thus relieving the berth for other boats.

4. During the discharge of a steamer all means of drawing off oil from our storage tanks are locked by the Customs officials and this is sometimes a source of inconvenience when a large quantity is taken in, and our up-country tanks frequently run short of stock till our tanks here are released by the Customs. By permitting discharge at night much valuable time would be saved and business would not be so seriously disorganised as at present.

5. As far as the shore connections are concerned and the chance of an accident happening, we can only remark there is no more risk at night than by day. We place a telephone on all tank steamers immediately they arrive, so that the tanks are in direct communication with the steamer, and our supervision, generally, is as perfect as it possibly can be made, which is best exemplified by our never having had any thing approaching a mishap. No light would be allowed inside the installation premises except portable electric lamps which are perfectly safe in an atmosphere tainted with petroleum.

6. An actual case would illustrate the protracted nature of discharging a tank steamer under the existing rule.

The *Clam* with 2,827 tons petroleum arrived in the harbour at daybreak on 20th November last. By 2 P.M. the same day the pipes were connected and work proceeded with till 6 P.M. when the pumps had to be stopped. Operations were resumed at 5-30 next morning and continued till 6 P.M. and stopped leaving one tank still to be emptied. The pumps were started the following morning at 6 A.M., and by 2 P.M. everything was complete and the steamer sailed at 6 that evening.

The total loss of time in this case was 24 hours and a number of our tanks up-country were short of supplies in consequence of the tanks here being locked up for nearly three days. In addition to this the steamer had to be the whole of one night with one of her compartments half emptied, and if orders had been issued from the Port Office to leave the harbour it would practically have meant the loss of about 400 tons of petroleum.

This could not have occurred if pumping were allowed to go on during the night, especially if the weather were threatening, as it would have been deemed advisable not to begin the discharge of a fresh tank until there was a chance of the work not being interfered with.

In bringing the matter up now we trust Government will give due consideration to our experience in the discharge of these steamers. At first we were naturally diffident about asking for any modification of what had been decided on as best calculated to meet the exigencies of the case, but now, with nearly two years' experience to guide us, we have no hesitation in saying that Rule 11 as it stands at present is a source of danger to these steamers in a harbour like Madras at certain seasons of the year.

We beg that early orders may be issued on the subject, as we expect a steamer here about the beginning of February next.

ORDER—dated 22nd December 1894, No. 3173, Judicial.

The foregoing letter will be referred to the Presidency Port Officer, the Board of Revenue and the Harbour Trust Board, for favour of early remarks.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer,
" Board of Revenue.
" Harbour Trust Board.
Copy to Messrs. Best & Co.

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.

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.

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.

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.)

J. F. PRICE,
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.

20th Feb 95
Govt. of {1895} Madras.
JUDICIAL.

Issued

Recd.

Encl.

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

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.

[$\frac{G}{9}$]
 2,000—23-1-95

Current No. 756

2nd DEPARTMENT.

20th Feb 95
Telegram

From

The Govt of India
Home Dept.

E

No.

Dated 15. 2. 95

Received 16/2.

Enclosures *86.3798-20/2/95*

SUBJECT.

Re: the amendment of
 rule 11 of rules of petroleum
 act '86:

18/2/95

Enclosures 86.3798

Shut up at 5/20 PM 16/2

These are on paper of 1897 on the subject. See 1.0 16/2/87. 915/136 in file 16/2

Recd 530

18/2/95

So 226/1. 2 Feb 95. 1895
So 2136: 15 Sep 87.

INDIAN TELEGRAPHS. Monthly Number.

Class.

To (Office)

From Calcutta

Words

Day

Hour

Minute

Official Instructions

78.32 12 19 32

To (Person)

Madras

From

Home

CHIEF SECRETARY
16 FEB 1895
GOVERNMENT OF MADRAS

number 230 Judicial your telegram number 46 dated 1st and letter number 227 dated 2nd instant amendment rule 11 of 8 of rules under section 8 of petroleum act 1886 as at present advised govern- or general in Council sees no objection to propose please publish in accord- ance with home department Judicial notification number 1470 dated 2nd September 1897 and report whether any objection raised draft

2136

Mts. by

MADRAS 15-2-95

Telegraph Master.

08710

TELEGRAPHS

GOVERNMENT OF MADRAS
SECRETARY
16 FEB 1895

INDIAN  TELEGRAPHS. Monthly Number.

Date
Class.

To
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From
(Office)

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Official
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To

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rule will then be taken
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64 Word Form.

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MADRAS 15-2-95

Telegraph Master.

Printed by the Government of Madras, at the Press of the Government of Madras, at the Press of the Government of Madras.

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590-8-2-95.

Journal DEPARTMENT.

Papers to be read in proceedings:—

Again G.O., dated *22 December* 1894, No. *8173*
Again G.O., dated *2 Febry* 1895, Nos *226-227*.
Current No. of 189 , dated from

Current No. *756* of 1895, dated *18 Febry* from *the Govt of India.*

ORDER. *20 Feb. 95, No. 379.* *40*
P.S.

The following notification will be published in the Fort St George Gazette in English, Tamil and Telugu for the information of the public.

Notification.

In accordance with the provisions of sec. 26 of the Petroleum Act, *III* of 1886 and the directions contained in the notifica of the Govt of India of 25 Sept. 1887, n.o. 1470 Home Dept., the Govt of Fort St George in Council is pleased, with the previous sanction of the Govt Genl. in Council, to publish for general information the following draft rule in substitution of the rule 11 of the rules framed under sec. 8 of the Act to regulate the importation of petroleum by sea into the Presy. of Madras, and to give notice that the draft will be taken into consideration on the expiry of *ten days* ~~one month~~ from the date of this notifi.

AD
19/1-195

Let the date be that of the Gazette

For order;
a shorter period seems
advisable. No one is
likely to object
19.2

For order;
a shorter period seems
advisable. No one is
likely to object
19.2

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.

Number of copies
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 Letter only.
 Order complete with Letter.

st copy sent to Press.

turned for signature.

Despatched in print.

READ AGAIN G.O. No. 180

CURRENT No.

ENCLOSURES TO G. No.

ORDER OF GOVERNMENT

LETTER OF GOVERNMENT

STATEMENT WITH DITTO.

PATERS NOT FILED UP, BEING MEANT FOR DESPATCH IN ORIGINAL.

N.B.—
 A = Print in full.
 B = Not to be printed.
 P = Print abstract only.
 Q = Print heading only.

Amended Rule X

Amended Rule X

Amended Rule X

201-

1912

R 2012

8

1912/15

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1912/15

Amended Rule X

Amended Rule X

Amended Rule X