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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

DEPARTMENT

G.O. No.
B.P. No.

539

M. G. R.

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Dated

5. 8. 1896

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MADRAS RECORD OFFICE.

No. 1155, JUDICIAL, 11TH JULY 1896.

GOVERNMENT OF MADRAS.

JUDICIAL DEPARTMENT.

READ—the following paper:—

Extract from the Proceedings of the Government of India, Home Department (Public), under date Simla, the 29th May 1896, No. 14-Public—982-87.

Read—

Letter from the Government of Bombay, No. 9402, dated 13th December 1889, urging that general rules should be laid down for the proper regulation of explosives belonging to Government.

Home Department letter to the Government of Bombay, No. 1406, dated 21st July 1890, stating that Government departments will follow the local rules for regulating the transport of explosives within each port.

Office Memorandum to the Military Department, No. 1408, dated 21st July 1890, suggesting that the Director-General of Ordnance in India should be informed of the above decision.

Letter from the Government of Bombay, No. 4939, dated 8th July 1893 (paragraph 3), stating that the instructions referred to did not appear to have yet been issued.

Letter to the Government of Bombay, No. 1324, dated 18th September 1893, saying that the necessary instructions would now be issued.

Office Memorandum, No. 1326, dated 18th September 1893, requesting the Military Department to issue instructions for regulating the transport of Government explosives within the different ports in India in accordance with the local rules of the ports.

Military Department No. 4526-D., dated 21st September 1893, conveying instructions to the Director-General of Ordnance in India.

Letter from the Government of Bombay, No. 126, dated 7th January 1896, enclosing correspondence relative to the application of the rules regarding the transport of explosives within the limits of the port of Aden to ships of the Royal Indian Marine, and enquiring whether instructions for regulating the transport of Government explosives have been issued.

Resolution.—Under section 14 of the Indian Explosives Act, IV of 1884, the provisions of the Act and of the rules made thereunder do not apply to the possession, use, transport, import, &c., of any explosive by order of the Government or by any person employed under Government in the course of his employment or duty. The Government of India have, however, issued orders that the rules should be generally observed by Government departments, and in the correspondence cited in the preamble the Director-General of Ordnance in India was informed that the rules in force for regulating the transport of explosives in certain ports should be observed in the case of explosives belonging to Government. It is understood that, in accordance with these instructions, the rules are duly observed in respect to Government explosives which

are carried in vessels belonging to private owners. Some misunderstanding has, however, arisen with regard to vessels of the Royal Indian Marine and hired transports, the Director of the Royal Indian Marine claiming that explosives on board these vessels should be subject only to the restrictions applying to ships of Her Majesty's Navy. Ships of the Royal Navy are allowed to enter all harbours. They are provided with magazines for the explosives forming part of their equipment, and do not carry explosives in excess of the capacity of the magazines. They are not subject in respect of such explosives to the Port Rules, but their procedure when in harbour is regulated

by Articles 863 to 867 * in Chapter XXV of the Queen's Regulations and Admiralty Instructions. Provided the ships of the Royal Indian Marine and hired transports are similarly equipped with specially-fitted magazines, they should be subject to the same regulations as ships of the Royal Navy, and the Government of India are therefore pleased to decide that in such cases the rules printed in the Appendix annexed to this Resolution, and not the rules prescribed under the Indian Explosives Act for regulating the transport of explosives within the ports, shall be considered to be applicable. But whenever a vessel of the Royal Indian Marine or hired transport carries any explosives in excess of the capacity of her specially-fitted magazines, the rules prescribed for the port under the Indian Explosives Act must be observed in respect of such excess quantity of explosives.

Order.—Ordered, that a copy of this Resolution be forwarded to the Government of Bombay with reference to the letter from that Government, No. 126, dated 7th January 1896. Also that copies be forwarded to the Governments of Madras and Bengal and the Chief Commissioner of Burma for information, and to the Military Department with the request that the orders of the Government of India may be communicated to the Director-General of Ordnance in India and to the Director of the Royal Indian Marine.

(True Extract.)

(Signed) J. P. HEWETT,
Secretary to the Government of India.
To the Government of Madras.

APPENDIX.

(Regulations regarding Explosives on Ships of the Royal Navy when in harbour.)

863. The Captain is to take care to observe the following instructions as regards the retention and removal of explosives, i.e., powder, shell, wet gun cotton, White-head pistols and warheads, and E.C. mines, in the case of ships going alongside a dockyard wharf, or into a basin or dock.

2. In future these explosives are not to be removed from ships when brought into harbour for repairs, unless such repairs are likely to be so extensive, and to take such a time, as to render it in the opinion of the Commander-in-Chief desirable to do so.

3. They are not to be removed from ships when placed in dry dock for a limited period, which, in order to cover the time necessary for cleaning and coating the bottom, may be taken to mean about ten days.

4. When a ship is about to be docked, the Admiral Superintendent will send an officer representing him on board, who, in concert with the officers of the ship and under the direction of the Captain, will

Locking of magazines.

Visit the magazines and shell-rooms, and, having ascertained that everything is in Proper order, will cause the magazines and shell-rooms to be locked, and will give the keys into the personal charge of the Admiral Superintendent.

5. The Admiral Superintendent will take charge of the keys during the whole time the ship may be in dock, only allowing the magazines to be opened and re-closed with the same formalities as above; the keys being re-delivered into his charge in the same way when any necessary work is over.

6. The Admiral Superintendent will take the necessary steps to have the dockyard hydrants and hoses kept constantly ready to flood the magazines if necessary, and, so far as practicable, to have everything ready to run water into the dock for the use of the ship in case of fire on board.

7. Every ship is to go to fire stations daily at the usual time of evening quarters, and care is to be taken to ascertain that everything is in readiness for extinguishing fire, and that, in the absence of a portion of the crew on leave or from any other cause, the men remaining on board are properly acquainted with, and capable of performing, all the duties appertaining to such an emergency.

8. On all occasions of receiving or discharging powder or filled shells, smoking is prohibited. All fires are to be put out except those in the galley, which are to be carefully screened and placed under charge of a sentry; all naked lights are to be extinguished; and the lights in the light rooms are to be lit. Lights in lanterns may be used when absolutely necessary, but not within 30 feet of any place through which powder may be passed. The furnaces may be kept alight in very urgent cases, but only with the express permission of the senior officer.

864. When powder or live shells are being discharged from, or received on board, a ship with her fires lighted, every precaution is to be taken against ignition by sparks, &c., from the funnel.

865. Ships are not to approach too near to powder magazines, or to vessels laden with powder, which are distinguished by a red flag at the mast-head.

866. Both filled and empty shells, when being removed from ships, are to be placed on board the lighters with great care and attention, and cautiously handled in stowing them in the holds of the vessels by a party in charge of an officer sent for that purpose.

2. The Master of the lighter is to be furnished with a memorandum showing the number and nature of both filled and empty shells put on board, for delivery to the officers at the Gun wharf.

3. Whenever shells are returned from a ship, the Captain is immediately to send a written report to the Commander-in-Chief or Senior Officer present that no filled shells have been returned as empty, and that all filled shells have been returned properly marked.

4. A similar report is to be sent in stating that hoppers, drums, or holders of machine guns have been returned empty.

867. The General Instructions for the care, management, repair, &c., of White-head Torpedoes, will be found in Volume III of the Torpedo Manual, and are to be strictly adhered to.

Whitehead Torpedoes.

ORDER—No. 1155, Judicial, dated 11th July 1896.

Communicated to the Marine Department, the Inspector-General of Police, the Commissioner of Police, Madras, and the Magistrates of Maritime districts except Nellore and Chingleput.

(True Extract.)

[Signature]
Chief Secretary.

To the Marine Department. ✓

„ District Magistrate of South Arcot.
„ „ „ of South Canara.
„ „ „ of Ganjam.
„ „ „ of Górávari.
„ „ „ of Kistna.
„ „ „ of Madura.
„ „ „ of Malabar.
„ „ „ of Tanjore.
„ „ „ of Tannevelly.
„ „ „ of Vizagapatam.
„ Inspector-General of Police.
„ Commissioner of Police, Madras.
Copy to the Collector of Sea Customs, Madras.

Gobt. of {1896} Madras.
JUDICIAL.

Issued

Recd.

Encl.

G.O., No. 1155, 11th July 1896.

JULY.

Explosives.

Communicating to the Marine Department, &c.,
Resolution of the Government of India deciding
that, under certain restrictions, ships of the Royal
Indian Marine and hired transports shall, as re-
gards transport of —, be subject to the same
regulations as ships of the Royal Navy and not to
the rules under the Indian Explosives Act.

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