Marine (189 8) Department.

Shortpaid

G.O., No. 560 · 41 Mar

Dated 27 June 98

[Despatch Abstract]

Diplomas : Approving, with remark, Collr's amendments proposed in the rules to regulate the transport & importation of ——— in the Port of Madras & ordering that they be forwarded to the Govt of India for sanction, & returning the Collr's letter.

Diplomas : Forwarding, with remarks, a draft of amendments proposed in the rules to regulate the transport importation of ——— in the port of Madras.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No	Department.	Date.
-	623-4	Mea:	10-7-98				
-	537	Mea:	24-6-98				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Government {1898} of Madras.

MARINE.

F. } 1898. Enclosures

H. Spare copies

G.O., No. 540, 27th June 1898.

JUNE.

Explosives

Approving, with rem[illegible] amendments proposed in the rules to regulate the transport and importation of —in the port of Madras and ordering that they be forwarded to the Government of India for sanction, and intimation of their introduction given in the *Fort St. George Gazette*.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers :—

From J. THOMSON, Esq., I.C.S., Chairman, Harbour Trust Board, the Secretary to Government, Marine Department, dated Madras, 5th November 1897, No. 3505.

I have the honour to submit, for the information and for favour of the orders of Government, copy of resolution carried at the Board's last meeting regarding the landing and shipping of gunpowder inside the harbour.

2. Under present regulations any quantity may be admitted, and the trustees agree with the Deputy Conservator that a limit should be fixed.

3. It is only Government powder on board British India home line steamers that is imported in any considerable quantity; these vessels may also have more on board intended for Calcutta.

The magazines are, it is understood, passed by the Board of Trade before the gunpowder is shipped in the Thames.

Enclosures.

From Commander W. AVES, R.I.M., Acting Deputy Conservator of the Port of Madras, the Chairman, Harbour Trust Board, Madras, dated 10th September 1897, No. 15 H.

I have the honour to request that the attention of the Board may be directed to the rules under which at present any quantity of gunpowder can be landed here or taken on board a vessel inside the harbour, as it seems to me that in case of an explosion, there is every likelihood of the harbour and vessels therein, as also all buildings in the vicinity being seriously damaged, if not entirely wrecked, and I consider, therefore, that the rules to which I have referred require reconstruction.

Extract of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the offices of the Board on Friday, the 1st day of October 1897.

* * * * *

7. Read letter from the Deputy Port Conservator, No. 15 H., dated 10th September, regarding the landing and shipping of gunpowder inside the harbour.

Read minutes by trustees.

Resolved that the Deputy Conservator be requested to inform the Board in what respect he considers the present rules and arrangements to be dangerous or to require revision.

* * * * *

From Commander W. AVES, R.I.M., Deputy Conservtor of the Port of Madras, to the Secretary, Harbour Trust Board, Madras, dated 20th October 1897, No. 67 H.

In compliance with the Board's resolution No. 7, dated 1st October 1897, forwarded with your No. 268 C., dated 6th idem, I have the honour to state that the reason, I consider the regulations regarding the admission of gunpowder inside the harbour as dangerous, is because no limit has been fixed as to the quantity which may be so brought inside, either by a vessel which has to discharge or load it or otherwise, and I consider that a limit should be given unless the magazines in which it is stowed are fitted so as to be easily flooded at a moment's notice,

which is not the case at present. Moreover, they are generally situated on the tween decks on the foreside of the hatch, and should fire occur in that hold the only way of emptying the magazine is through the hatch itself, which would be impossible if the fire were of any extent. It may be suggested that a hole could be cut in the upper deck and the hose played into the magazine, but I would point out that, in the first place, such hole would have to be cut through an iron deck of about $\frac{1}{2}$ to $\frac{3}{4}$ inch thick, and when this was accomplished, only a portion of the barrels of powder could be reached by the water. The magazines not being water-tight, they could never be filled so as to immerse the powder.

Extract of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the offices of the Board on Friday, the 29th day of October 1897.

* * * * *

2. Read letter from the Deputy Port Conservator, No. 67 H., dated 20th October 1897, replying to Board's resolution No. 7, of 1st idem, regarding the landing and shipping of gunpowder inside the harbour.

Read minutes by trustees.

Read and discussed previous papers in connection with the exclusion of the S.S. *Rewa* from the harbour in December 1891 and despatch from the Right Honourable the Secretary of State, No. 2, Financial (Stores), dated 18th February 1892.

Proposed by Captain Street, R.I.M., that Government should be addressed on the subject, and informed that there is no limit to the amount of gunpowder that may be brought into the harbour and discharged, nor in the amount to be taken on board inside the harbour, and that all vessels importing or taking on board over 100lb. of gunpowder should do so outside the harbour in the place set apart for dealing with other explosives.

Seconded by Mr. Wilson.

Carried.

* * * * *

Memo. No. 751 E.

It is observed that, under existing regulations,* gunpowder in any quantity can be brought into the harbour for landing or shipment, provided it is "secured † in a properly constructed magazine to be approved of by the Deputy Conservator of the port or other officer deputed by him to inspect it."

* G.O., No. 269, Marine, dated 3rd September 1895.

† Rule (*e*) in G.O., No. 232, Marine, dated 16th June 1894.

2. The Harbour Trust Board now proposes that the rules should be altered so as to provide that all vessels importing or taking on board over 100 lb. of gunpowder should do so outside the harbour, in the place set apart for dealing with other explosives.

3. Vessels with gunpowder in quantities of over 100 lb. intended for *other ports* would still be free to enter and lie in the harbour.

4. It is thus, apparently, assumed by the Harbour Trust Board that, so long as the magazine is not opened to land or ship explosives, there is practically no risk in a vessel with explosives on board lying in the harbour. The opening of the magazine being thus the source of danger, it would follow that *no* landing or shipping inside the harbour should be allowed, even of quantities less than 100 lb. The proposal of the Harbour Trust Board would, therefore, not go far enough.

5. The undersigned is directed to request an expression of opinion from the point of view set out above.

(Signed) W. B. DeWINTON,
Ag. Secretary to Government.

15th December 1897.

From the Chairman, Harbour Trust Board, Madras, dated 2nd February 1898, No. 4727.

From J. N. ATKINSON, Esq., I.C.S., Chairman, Harbour Trust Board, to the Secretary to Government, Marine Department, dated Madras, 4th February 1898, No. 4753.

Replying to memorandum No. 751 E., dated 15th December 1897, I have the honour to say that the Harbour Trust Board has very fully considered the proposal to restrict the quantity of gunpowder that may be landed or shipped within the limits of the harbour, and while recognizing that as pointed out by Government, the strictly logical conclusion would be to prohibit all landing or shipping, or the opening of magazines within those limits, the Board is unwilling to advocate a restriction which might produce very great inconvenience to vessels both of the Royal Indian Marine and Mercantile Marine, the more so that the restriction proposed is calculated to ensure not absolute immunity, but only the diminution of a somewhat remote risk of accident.

2. It has been ascertained that at Colombo there are no restrictions on the opening of magazines or landing or shipping of gunpowder; the only regulation being that ships carrying more than 5 cwt. of explosives shall not enter the harbour unless the same be properly stored in a magazine. This, however, does not settle the question so far as Madras is concerned, and the trustees, while anxious to interfere with trade as little as possible, yet having regard to the magnitude of the interests concerned and to the many disasters that have occurred elsewhere from lack of timely precautions, have thought it right to go as far as possible in the direction of keeping explosives safely shut up. The measure of risk is, of course, increased in proportion to the time the magazine is left open, and therefore the limit of 100 lb. was adopted as so small a quantity could be moved in a few minutes.

3. The trustees observe that Government itself is the principal importer of gunpowder in large quantities, and the proposed restriction will therefore, in only exceptional cases, affect the public or the mercantile community. Under these circumstances the trustees adhere to their opinion already expressed in their resolution No. 2, of 25th October 1897, the limit, however, being raised from 100 lb. to 5 cwt.

4. The Board observes that any limit is arbitrary, and 5 cwt. seems as convenient as another and is to some extent in conformity with the Colombo rule. It is suggested that three months' notice of the introduction of the rule might be given.

Memo. No. 99 E.

The undersigned is directed to request that the Chairman, Harbour Trust Board, will be so good as to embody in a draft notification the proposal made in his letter, No. 4753, dated 4th February 1898, and carry the requisite amendments through the existing rules.

(Signed) W. B. DEWINTON,
Ag. Secretary to Government.

16th February 1898.

From J. N. ATKINSON, Esq., I.C.S., Chairman, Harbour Trust Board, to the Secretary to Government, Marine Department, dated Madras, 2nd June 1898, No. 1031.

Referring to memorandum No. 99 E., Marine, dated 16th February 1898, I have the honour to submit herewith, for approval and publication in the *Fort St. George Gazette*, a draft notification carrying the proposed alterations for the landing and shipping of explosives through the existing rules.

The alterations are shown in italics.

2. Advantage has been taken of this opportunity to correct the rules where found imperfect otherwise than with regard to the quantity of gunpowder to be handled inside the harbour dealt with in rule (*e*).

3. In rule (*f*) it was provided that any boat, barge or lighter having explosives on board should not lie closer than half a mile from any of the shipping. This is impracticable, and the distance has therefore been now fixed at "one cable's length or 200 yards." This rule also provided that no lights are allowed on any boat containing explosives, but also directed that all should carry a red light between sunset and sunrise, which was contradictory; an exception has therefore been made in favour of the red light in the case of all boats as well as the properly decked barges which do not exist at this port.

4. Rule (*g*) referred to explosives for discharge outside the harbour but it did not say so; the omission has now been supplied.

5. Rule (*h*). The definite distance of one cable's length has been inserted in this rule instead of the indefinite expression "near."

6. Rule (*k*). According to this rule it has been necessary to obtain the personal sanction of the Chairman to open a ship's magazine inside the harbour when containing explosives. It has been found necessary to depute this authority on more than one occasion to the Board's Secretary, who is authorized to act in every other case under bye-law No. 21. The omission in the rule is now supplied, which will prevent any difficulty arising during the temporary absence of the Chairman from Madras on casual leave or during public holidays.

Order—No. 540, Marine, dated 27th June 1898.

The amended draft notification submitted by the Chairman, Harbour Trust Board, with his last letter read above, is, with the addition shown below, approved, and will be forwarded for the sanction of the Government of India with reference to section 5 (1) of Act IV of 1884.

2. Seeing that the opening of the magazine while the ship is in harbour constitutes the principal risk, further precautions should, in the opinion of His Excellency the Governor in Council, be provided in Rule *K*. The following addition to the rule will accordingly be made:—

"Such magazine shall remain open only for the time required to remove or load explosives, and that operation shall always be performed in the presence of an officer of the ship."

3. The following notification will be published in the *Fort St. George Gazette*:—

NOTIFICATION.

In accordance with section 18 (1) and (3) of Act IV of 1884 (the Indian Explosives Act), the following proposed amendments in the rules to regulate the transport and importation of explosives in the port of Madras, issued in the *Fort St. George Gazette* of the 26th June 1894 and 10th September 1895, are published for the information of persons likely to be affected thereby, and notice is hereby given that these amendments will be taken into consideration on or after the 1st August 1898.

For Rule (*e*) substitute the following:—

Rule (*e*).—Every vessel entering the port of Madras having on board explosives of classes 2, 3, 4 or 5, or division 1 of class 7 (as defined under the rules made by the Governor-General in Council under section 5 of the Indian Explosives Act, 1884), or having on board explosives of "class 6—Ammunition class" charged with or containing explosives of classes 2, 3, 4 or 5 in excess of 100 lb. in weight *or having on board, to be discharged, explosives of class 1—Gunpowder class—in excess of* 560 *lb. in weight*, shall, on arrival at the port, proceed to a distance of not less than one mile north of the north arm and half a mile off shore outside the harbour and shall not be permitted to enter the harbour until all such explosives have been discharged; after which, provided the requirements of Rule (*e*) as regards the security of explosives remaining on board have been met, the vessel may be permitted to enter the harbour and to discharge or ship thereon explosives *of class 1—Gunpowder class—not exceeding* 560 *lb. in weight*, or other explosives not being of classes 2, 3, 4 or 5, or ammunition containing, or charged with, explosives of classes 2, 3, 4 and 5, or fireworks composition, class 7, division 1. Whilst any explosives shall remain on board, such vessel shall have a red flag kept flying at the foremast head between sunrise and sunset and one red light at the ensign staff or peak, in addition to the usual anchor light between sunset and sunrise, and the Master or chief officer shall remain on board of her until the explosives intended for the port of Madras shall have been discharged.

For Rule (*f*) substitute the following :—

Rule (*f*).—Barges, lighters and boats in the port of Madras having on board any explosives shall be kept scrupulously clean and free from loose explosives and shall not, when at anchor, lie closer than *1 cable's length or 200 yards* from any of the shipping in the port or from any public landing place, and all cases of explosives in any such barges, lighters or boats shall be securely covered with tarpaulins. Whilst any such explosives shall remain on board, there shall be kept a red flag flying on every such barge, lighter or boat between sunrise and sunset and a red light in an elevated position shall be shown from any such barge, lighter or boat between sunset and sunrise. No fires, smoking or matches, shall be allowed on board any such barge, lighter or boat, nor any light of any kind *except the red light mentioned above and except in the case of* properly decked barges on the deck of which may be allowed one lantern of good pattern. *Kerosine or other explosive oil is not to be used for the above-mentioned lights.* The tindal and at least half of the crew of every such barge, lighter or boat shall remain on board thereof until all the explosives are discharged therefrom.

For Rule (*g*) substitute the following :—

Rule (*g*).—All barges, lighters and boats having any explosives on board *to be landed outside of the harbour*, shall remain off shore until orders are received from the officer directing the landing to approach the beach. Not more than two such barges, lighters or boats shall be permitted to unload at a time, and such unloading shall take place either at the bay in the revetment at Cassimode or at the north end of the revetment according to the state of wind and current.

For Rule (*h*) substitute the following :—

Rule (*h*).—With the sanction of the Chairman of the Harbour Trust Board, which will be accorded only on production of the required special permit from the Collector of Sea Customs, explosives not prohibited under Rule (*c*) if properly packed as required by rule 2 of the rules issued by the Governor-General in Council under section 5 of the Indian Explosives Act, 1884, may be shipped on board, or landed from a vessel lying at the ordinary moorings within the harbour. Shipment of any such explosives shall be effected under the precautions and conditions mentioned and contained in these rules, and such explosives must be taken on board the vessel for which they are intended, immediately after the boat by which such explosives are taken off to such vessel has come alongside the same, and no cargo boat or other vessel having fire on board shall be allowed to lie *nearer than 1 cable's length or 200 yards of* such vessel during the time that any explosives are being shipped on board the same.

For Rule (*k*) substitute the following :—

Rule (*k*).—No magazine on board any vessel containing explosives other than safety fuzes, cartridges and caps shall be opened while such ship is inside the Madras harbour without the permission of the Chairman of the Harbour Trust Board *or other person he may depute to act for him*, except in cases of emergency, and in case, in the opinion of the Chairman of the Harbour Trust Board, the emergency was not such as to justify the Master of such vessel in opening or allowing to be opened such magazine, he shall be deemed to have contravened this rule. *Such magazine shall remain open only for the time required to remove or load explosives, and that operation shall always be performed in the presence of an officer of the ship.*

[Here enter No. 541, Marine, dated 27th June 1898.]

(True Extract.)

Under Secretary to Government.

To the Presidency Port Officer.
„ the Chairman, Harbour Trust Board.
„ the „ Chamber of Commerce.
„ the „ Madras Trades Association.
„ the Judicial Department.
„ Messrs. Arbuthnot & Co.
„ „ Binny & Co.
„ „ Parry & Co.
„ „ Best & Co.
„ „ Wilson & Co.
„ the Government of Bombay, with C.L. Gazette.

Exd. Shaik Karim.

Government {1898} of Madras.

MARINE.

Recd. } 1898. *Enclosures*

Regd. } *Spare copies*

Letter, No. 541, 27th June 1898.

JUNE.

Explosives

Forwarding, with remarks, a draft of amendments proposed in the rules to regulate the transport and importation of — in the port of Madras.

MARINE DEPARTMENT.

Letter—from

W. B. deWINTON, Esq.,
Secretary to the Government of Madras,
Marine Department,

To

The SECRETARY to the GOVERNMENT of INDIA,
Home Department.

Sir,

With reference to section 5 (1) of Act IV of 1884 (the Indian Explosives Act), I am directed to forward, for the sanction of the Government of India, a draft of proposed amendments in the rules to regulate the transport and importation of explosives in the port of Madras which were approved in Home Department letters Nos. 1552 and 1207, dated, respectively, 31st May 1892 and 19th August 1895.

2. It will be seen from the correspondence printed with the accompanying copy of Proceedings of this Government, No. 540, Marine, dated 27th June 1898, that the proposed amendments originated in the necessity for prescribing some limit to the quantity of gunpowder to be admitted inside the Madras harbour. Under the existing regulations, gunpowder in any quantity can be brought into the harbour for landing or shipment, provided it is "* secured in a properly constructed magazine to be approved of by the Deputy Conservator of the Port or other officer deputed by him to inspect it."

* Rule (*e*) of the rules approved in Home Department letter No. 1552, dated 31st May 1892.

3. The Harbour Trust Board now proposes that the rule should be altered so as to provide that all vessels importing or shipping gunpowder in excess of † 560 lb. in weight should do so outside the harbour in the place set apart for dealing with other explosives. Vessels with gunpowder in any quantity intended for *other ports* would still be free to enter and lie in the harbour.

† 5 cwt.

4. As pointed out by the trustees, the Government is itself the principal importer of gunpowder in large quantities, and the proposed restriction will therefore not affect the public or the mercantile community in any but exceptional cases. The limit of 5 cwt. has been fixed in conformity with the rule in force in Colombo, and seems a convenient one.

5. The present opportunity of the revision of the rules has been taken to correct some imperfections. All alterations are shown in italics, and the reasons in detail are given in the Chairman's letter No. 1031, dated 2nd June 1898, so far as regards questions other than that of the quantity of gunpowder to be handled inside the harbour.

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

Secretary to Government.

Ootacamund,
27th June 1898.

Exd. Shaik Karim.

No. 540 M

Government of Madras.

MARINE DEPARTMENT.

To

THE SECRETARY TO THE

GOVERNMENT OF BOMBAY,

GENERAL DEPARTMENT.

27-6 1898.

SIR,

In compliance with the request contained in your letter No. 6330, dated 13th December 1897, I am directed to forward herewith, for the information of the Government of Bombay and communication to the Chambers of Commerce of that Presidency, 10 copies of the undermentioned Proceedings of this Government relating to shipping and trade.

G.O. No. 540, Marine, dt. 27 June 1898

I have the honour to be,

Sir,

Your most obedient Servant,

AEK
20.7.98

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

From J. THOMSON, Esq., I.C.S., Chairman, Harbour Trust Board, to the Secretary to Government, Marine Department, dated Madras, 5th November 1897, No. 3505.

I have the honour to submit, for the information and for favour of the orders of Government, copy of resolution carried at the Board's last meeting regarding the landing and shipping of gunpowder inside the harbour.

2. Under present regulations any quantity may be admitted, and the trustees agree with the Deputy Conservator that a limit should be fixed.

3. It is only Government powder on board British India home line steamers that is imported in any considerable quantity; these vessels may also have more on board intended for Calcutta.

The magazines are, it is understood, passed by the Board of Trade before the gunpowder is shipped in the S.S. *Thames*.

ENCLOSURES.

EXTRACT of Proceedings of the Trustees of the Harbour Trust Board, Madras, at a meeting held at the offices of the Board on Friday, the 29th day of October 1897.

* * * * *

2. Read letter from the Deputy Port Conservator, No. 67 H., dated 20th October 1897, replying to Board's resolution No. 7, of 1st idem, regarding the landing and shipping of gunpowder inside the harbour.

Read minutes by trustees.

Read and discussed previous papers in connection with the exclusion of the S.S. *Rewa* from the harbour in December 1891 and despatch from the Right Honourable the Secretary of State, No. 2, Financial (Stores), dated 18th February 1892.

Proposed by Captain Street, R.I.M., that Government should be addressed on the subject, and informed that there is no limit to the amount of gunpowder that may be brought into the harbour and discharged, nor is the amount to be taken on board inside the harbour, and that all vessels importing or taking on board over 100lb. of gunpowder should do so outside the harbour in the place set apart for dealing with other explosives.

Seconded by Mr. Wilson.

Carried.

* * * * *

From W. AVES, Esq., Commander, R.I.M., Deputy Conservator of the Port of Madras, to the Secretary, Harbour Trust Board, Madras, dated 20th October 1897, No. 67 H.

In compliance with the Board's resolution No. 7, dated 1st October 1897, forwarded with your No. 268 C., dated 6th idem, I have the honour to state that the reason, I consider the regulations regarding the admission of gunpowder inside the harbour as dangerous, is because no limit has been fixed as to the quantity which may be so brought inside, either by a vessel which has to discharge or load it or otherwise, and I consider that a limit should be given unless the magazines in which it is stowed are fitted so as to be easily flooded at a moment's notice,

which is not the case at present. Moreover, they are generally situated on the tween decks on the foreside of the hatch, and should fire occur in that hold the only way of emptying the magazine is through the hatch itself, which would be impossible if the fire were of any extent. It may be suggested that a hole could be cut in the upper deck and the hose played into the magazine, but I would point out that, in the first place, such hole would have to be cut through an iron deck of about ½ to ¾ inch thick, and when this was accomplished, only a portion of the barrels of powder could be reached by the water. The magazines not being water-tight, they could never be filled so as to immerse the powder.

EXTRACT of Proceedings of the Trustees of the Harbour Trust Board, Madras, at a meeting held at the offices of the Board on Friday, the 1st day of October 1897.

* * * * *

7. Read letter from the Deputy Port Conservator, No. 15 H., dated 10th September, regarding the landing and shipping of gunpowder inside the harbour.

Read minutes by trustees.

Resolved that the Deputy Conservator be requested to inform the Board in what respect he considers the present rules and arrangements to be dangerous or to require revision.

* * * * *

From W. AVES, Esq., Commander, R.I.M., Acting Deputy Conservator of the Port of Madras, to the Chairman, Harbour Trust Board, Madras, dated 10th September 1897, No. 15 H.

I have the honour to request that the attention of the Board may be directed to the rules under which at present any quantity of gunpowder can be landed here or taken on board a vessel inside the harbour, as it seems to me that in case of an explosion, there is every likelihood of the harbour and vessels therein, as also all buildings in the vicinity being seriously damaged, if not entirely wrecked, and I consider, therefore, that the rules to which I have referred require reconstruction.

From J. N. ATKINSON, Esq., I.C.S., Chairman, Harbour Trust Board, to the Secretary to Government, Marine Department, dated Madras, 2nd February 1898, No. 4727.

I have the honour to acknowledge receipt of your reminder No. 751/1 E., dated 31st January, and to inform you that a reply will be sent at as early a date as possible.

2. The delay has been caused by the necessity of obtaining information from other ports on the subject of the landing of gunpowder.

From J. N. ATKINSON, Esq., I.C.S., Chairman, Harbour Trust Board, to the Secretary to Government, Marine Department, dated Madras, 4th February 1898, No. 4753.

Replying to memorandum No. 751 E., dated 15th December 1897, I have the honour to say that the Harbour Trust Board has very fully considered the proposal to restrict the quantity of gunpowder that may be landed or shipped within the limits of the harbour, and while recognizing that as pointed out by Government, the strictly logical conclusion would be to prohibit all landing or shipping, or the opening of magazines within those limits, the Board is unwilling to advocate a restriction which might produce very great inconvenience to vessels both of the Royal Indian Marine and Mercantile Marine, the more so that the restriction proposed is calculated to ensure not absolute immunity, but only the diminution of a somewhat remote risk of accident.

2. It has been ascertained that at Colombo there are no restrictions on the opening of magazines or landing or shipping of gunpowder; the only regulation being that ships carrying more than 5 cwt. of explosives shall not enter the harbour unless the same be properly stored in a magazine. This, however, does not settle the question so far as Madras is concerned, and the trustees, while anxious to interfere with trade as little as possible, yet having regard to the magnitude of the interests concerned and to the many disasters that have occurred elsewhere from lack of timely precautions, have thought it right to go as far as possible in the direction of keeping explosives safely shut up. The measure of risk is, of course, increased in proportion to the time the magazine is left open, and therefore the limit of 100 lb. was adopted as so small a quantity could be moved in a few minutes.

The trustees observe that Government itself is the principal importer of gunpowder in large quantities, and the proposed restriction will therefore, in only exceptional cases, affect the public or the mercantile community. Under these circumstances the trustees adhere to their opinion already expressed in their resolution No. 2, of 29th October 1897, the limit, however, being raised from 100 lb. to 5 cwt.

The Board observes that any limit is arbitrary, and 5 cwt. seems as convenient as another and is to some extent in conformity with the Colombo rule. It is suggested that three months' notice of the introduction of the rule might be given.

From J. N. ATKINSON, Esq., I.C.S., Chairman, Harbour Trust Board, to the Secretary to Government, Marine Department, dated Madras, 2nd June 1898, No. 1031.

Referring to memorandum No. 99 E., Marine, dated 16th February 1898, I have the honour to submit herewith, for approval and publication in the *Fort St. George Gazette*, a draft notification carrying the proposed alterations for the landing and shipping of explosives through the existing rules.

The alterations are shown in italics.

2. Advantage has been taken of this opportunity to correct the rules where found imperfect otherwise than with regard to the quantity of gunpowder to be handled inside the harbour dealt with in rule (*e*).

3. In rule (*f*) it was provided that any boat, barge or lighter having explosives on board should not lie closer than half a mile from any of the shipping. This is impracticable, and the distance has therefore been now fixed at "one cable's length or 200 yards." This rule also provided that no lights are allowed on any boat containing explosives, but also directed that all should carry a red light between sunset and sunrise, which was contradictory; an exception has therefore been made in favour of the red light in the case of all boats as well as the properly decked barges which do not exist at this port.

4. Rule (*g*) referred to explosives for discharge outside the harbour but it did not say so; the omission has now been supplied.

5. Rule (*h*). The definite distance of one cable's length has been inserted in this rule instead of the indefinite expression "near."

6. Rule (*k*). According to this rule it has been necessary to obtain the personal sanction of the Chairman to open a ship's magazine inside the harbour when containing explosives. It has been found necessary to depute this authority on more than one occasion to the Board's Secretary, who is authorized to act in every other case under bye-law No. 21. The omission in the rule is now supplied, which will prevent any difficulty arising during the temporary absence of the Chairman from Madras on casual leave or during public holidays.

Order—No. 540, Marine, dated 27th June 1898.

The amended draft notification submitted by the Chairman, Harbour Trust Board, with his last letter read above, is, with the addition shown below, approved, and will be forwarded for the sanction of the Government of India with reference to section 5 (1) of Act IV of 1884.

Seeing that the opening of the magazine while the ship is in harbour constitutes the principal risk, further precautions should, in the opinion of His Excellency the Governor in Council, be provided in Rule *K*. The following addition to the rule will accordingly be made :—

"Such magazine shall remain open only for the time required to remove or load explosives, and that operation shall always be performed in the presence of an officer of the ship."

2. The following notification will be published in the *Fort St. George Gazette* :—

NOTIFICATION.

In accordance with section 18 (1) and (3) of Act IV of 1884 (the Indian Explosives Act), the following proposed amendments in the rules to regulate the transport and importation of explosives in the port of Madras, issued in the *Fort St. George Gazette* of the 26th June 1894 and 10th September 1895, are published for the information of persons likely to be affected thereby, and notice is hereby given that these amendments will be taken into consideration on or after the 1st August 1898.

For Rule (*c*) substitute the following :—

Rule (*c*).—Every vessel entering the port of Madras having on board explosives of classes 2, 3, 4 or 5, or division I of class 7 (as defined under the rules made by the Governor-General in Council under section 5 of the Indian Explosives Act, 1884), or having on board explosives of "class 6—Ammunition class" charged with or containing explosives of classes 2, 3, 4 or 5 in excess of 100 lb. in weight *or having on board, to be discharged, explosives of class* 1—*Gunpowder class*—*in excess of* 560 *lb. in weight*, shall, on arrival at the port, proceed to a distance of not less than one mile north of the north arm and half a mile off shore outside the harbour and shall not be permitted to enter the harbour until all such explosives have been discharged; after which, provided the requirements of Rule (*e*) as regards the security of explosives remaining on board have been met, the vessel may be permitted to enter the harbour and to discharge or ship therein *explosives of class I—Gunpowder class—not exceeding* 560 *lb. in weight*, or other explosives not being of classes 2, 3, 4 or 5, or ammunition containing, or charged with, explosives of classes 2, 3, 4 and 5, or fireworks composition, class 7, division I. Whilst any explosives shall remain on board, such vessel shall have a red flag kept flying at the foremast head between sunrise and sunset and one red light at the ensign staff or peak, in addition to the usual anchor light between sunset and sunrise, and the Master or chief officer shall remain on board of her until the explosives intended for the port of Madras shall have been discharged.

For Rule (*f*) substitute the following :—

Rule (*f*).—"Barges, lighters and boats in the port of Madras having on board any explosives shall be kept scrupulously clean and free from loose explosives and shall not, when at anchor, lie closer than *1 cable's length or 200 yards* from any of the shipping in the port or from any public landing place, and all cases of explosives in any such barges, lighters or boats shall be securely covered with tarpaulins. Whilst any such explosives shall remain on board, there shall be kept a red flag flying on every such barge, lighter or boat between sunrise and sunset and a red light in an elevated position shall be shown from any such barge, lighter or boat between sunset and sunrise. No fires, smoking or matches, shall be allowed on board any such barge, lighter or boat, nor any light of any kind *except the red light mentioned above and except in the case of* properly decked barges on the deck of which may be allowed one lantern of good pattern. *Kerosine or other explosive oil is not to be used for the above-mentioned lights.* The tindal and at least half of the crew of every such barge, lighter or boat shall remain on board thereof until all the explosives are discharged therefrom.

For Rule (*g*) substitute the following :—

Rule (*g*).—All barges, lighters and boats having any explosives on board *to be landed outside of the harbour*, shall remain off shore until orders are received from the officer directing the landing to approach the beach. Not more than two such barges, lighters or boats shall be permitted to unload at a time, and such unloading shall take place either at the bay in the revetment at Cassimode or at the north end of the revetment according to the state of wind and current.

For Rule (*h*) substitute the following:—

Rule (*h*).—With the sanction of the Chairman of the Harbour Trust Board, which will be accorded only on production of the required special permit from the Collector of Sea Customs, explosives not prohibited under Rule (*c*) if properly packed as required by rule 2 of the rules issued by the Governor-General in Council under section 5 of the Indian Explosives Act, 1884, may be shipped on board, or landed from a vessel lying at the ordinary moorings within the harbour. Shipment of any such explosives shall be effected under the precautions and conditions mentioned and contained in these rules, and such explosives must be taken on board the vessel for which they are intended, immediately after the boat by which such explosives are taken off to such vessel has come alongside the same, and no cargo boat or other vessel having fire on board shall be allowed to lie *nearer than 1 cable's length or 200 yards of* such vessel during the time that any explosives are being shipped on board the same.

For Rule (*k*) substitute the following:—

Rule (*k*).—No magazine on board any vessel containing explosives other than safety fuzes, cartridges and caps shall be opened while such ship is inside the Madras harbour without the permission of the Chairman of the Harbour Trust Board *or other person he may depute to act for him*, except in cases of emergency, and in case, in the opinion of the Chairman of the Harbour Trust Board, the emergency was not such as to justify the Master of such vessel in opening or allowing to be opened such magazine, he shall be deemed to have contravened this rule. *Such magazine shall remain open only for the time required to remove or load explosives, and that operation shall always be performed in the presence of an officer of the ship.*

[Here enter No. 541, Marine, dated 27th June 1898.]

(True Extract.)

Under Secretary to Government.

To the Presidency Port Officer.
„ the Chairman, Harbour Trust Board.
„ the „ Chamber of Commerce.
„ the „ Madras Trades Association.
„ the Judicial Department.
„ Messrs. Arbuthnot & Co.
„ „ Binny & Co.
„ „ Parry & Co.
„ „ Best & Co.
„ „ Wilson & Co.
„ the Government of Bombay, with C.L. Gazette.

Exd. Shaik Karim.

Explosives

Approving, with remark, certain amendments proposed in the rules to regulate the transport and importation of — in the port of Madras and ordering that they be forwarded to the Government of India for sanction, and intimation of their introduction given in the *Fort St. George Gazette*.

No. 541, MARINE, 27TH JUNE 1898.

MARINE DEPARTMENT.

LETTER—from

W. B. DEWINTON, ESQ.,

Secretary to the Government of Madras,

Marine Department,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

HOME DEPARTMENT.

SIR,

With reference to section 5 (1) of Act IV of 1884 (the Indian Explosives Act), I am directed to forward, for the sanction of the Government of India, a draft of proposed amendments in the rules to regulate the transport and importation of explosives in the port of Madras which were approved in Home Department letters Nos. 1552 and 1207, dated, respectively, 31st May 1892 and 19th August 1895.

2. It will be seen from the correspondence printed with the accompanying copy of Proceedings of this Government, No. 540, Marine, dated 27th June 1898, that the proposed amendments originated in the necessity for prescribing some limit to the quantity of gunpowder to be admitted inside the Madras harbour. Under the existing regulations, gunpowder in any quantity can be brought into the harbour for landing or shipment, provided it is "* secured in a properly constructed magazine to be approved of by the Deputy Conservator of the Port or other officer deputed by him to inspect it."

* Rule (*e*) of the rules approved in Home Department letter No. 1552, dated 31st May 1892.

3. The Harbour Trust Board now proposes that the rule should be altered so as to provide that all vessels importing or shipping gunpowder in excess of † 560 lb. in weight should do so outside the harbour in the place set apart for dealing with other explosives. Vessels with gunpowder in any quantity intended for *other ports* would still be free to enter and lie in the harbour.

† 5 cwts.

4. As pointed out by the trustees, the Government is itself the principal importer of gunpowder in large quantities, and the proposed restriction will therefore not affect the public or the mercantile community in any but exceptional cases. The limit of 5 cwts. has been fixed in conformity with the rule in force in Colombo, and seems a convenient one.

5. The present opportunity of the revision of the rules has been taken to correct some imperfections. All alterations are shown in italics, and the reasons in detail are given in the Chairman's letter No. 1031, dated 2nd June 1898, so far as regards questions other than that of the quantity of gunpowder to be handled inside the harbour.

I have the honour to be,

Sir,

Your most obedient servant,

Secretary to Government.

OOTACAMUND,
27th June 1898.

Exd. Shaik Karim.

Explosives

Forwarding, with remarks, a draft of amendments proposed in the rules to regulate the transport and importation of — in the port of Madras.

H.E.

Please insert the following communication in G.O. 540 Marine dy 27th June 1898, now at Madras.

"To The Government of Bombay with Cts.

The form of covering letter to the rest is also being sent to-day.

attended to 30/6/98

Short Proof
Alter wire
Amendments to rules under the Explosives Act.

Marine DEPARTMENT.

Papers to be read in Proceedings:—

Again G.O., dated			189 , No.	
Again G.O., dated			189 , No.	
Current No. 1434	of 1897, dated 10th Novr.		, from	the Ch.H.T.Bd.
Cancd " 153	" 1898, "	4th February,	"	-Do-
" " 173	" 1898, "	7th February,	"	-Do-
" " 729	" 1898, "	3rd June	"	-Do-

ORDER. 540 Marine dy 27th June 1898

The Hon'ble Sir Henry Bliss, KCIE

The amended draft notification submitted by the Chairman, Harbour Trust Board, with his last letter read with the addition shown below, above is approved, and will be forwarded for the sanction of the Government of India with reference to section 5(1) of Act IV of 1884.

2. Seeing that the opening of the magazine while the ship is in harbour constitutes the principal risk, further precautions should, in the opinion of His Excellency the Governor in Council, be provided in Rule K. The following addition to the rule will accordingly be made.

"Such magazine shall remain open only for the time required to remove or load explosives, and that operation shall always be performed in the presence of an officer of the ship".

3. The following notification will be published in the Fort St. George Gazette.

Notification.

In accordance with section 18(1) and (3) of Act IV of 1884 (The Indian Explosives Act), the following proposed amendments in the rules to regulate the transport and importation of explosives in the port of Madras, ~~published for criticism~~ issued in the Fort St. George Gazette of the 26th June 1894 and 10th September 1895, are published for the information of persons likely to be affected thereby.

Notice is hereby given that these

P. W. 4/.
500—24-5-98.

amendments will be taken into consideration on or after the 1st August 1898.

For Rule (*c*) substitute the following:—

Rule (*c*).—Every vessel entering the port of Madras having on board explosives of classes 2, 3, 4 or 5, or division I of class 7 (as defined under the rules made by the Governor-General in Council under section 5 of the Indian Explosives Act, 1884), or having on board explosives of "class 6—Ammunition class" charged with or containing explosives of classes 2, 3, 4 or 5 in excess of 100 lb. in weight *or having on board, to be discharged, explosives of class* 1—*Gunpowder class—in excess of* 560 *lb. in weight*, shall, on arrival at the port, proceed to a distance of not less than one mile north of the north arm and half a mile off shore outside the harbour and shall not be permitted to enter the harbour until all such explosives have been discharged; after which, provided the requirements of rule (*e*) as regards the security of explosives remaining on board have been met, the vessel may be permitted to enter the harbour and to discharge or ship therein *explosives of class I—Gunpowder class—not exceeding* 560 *lb. in weight*, or other explosives not being of classes 2, 3, 4 or 5, or ammunition containing, or charged with, explosives of classes 2, 3, 4 and 5, or fireworks composition, class 7, division 1. Whilst any explosives shall remain on board, such vessel shall have a red flag kept flying at the foremast head between sunrise and sunset and one red light at the ensign staff or peak, in addition to the usual anchor light between sunset and sunrise, and the master or chief officer shall remain on board of her until the explosives intended for the port of Madras shall have been discharged.

For Rule (*f*) substitute the following:—

Rule (*f*).—"Barges, lighters and boats in the port of Madras having on board any explosives shall be kept scrupulously clean and free from loose explosives and shall not, when at anchor, lie closer than *1 cable's length or 200 yards* from any of the shipping in the port or from any public landing place, and all cases of explosives in any such barges, lighters or boats shall be securely covered with tarpaulins. Whilst any such explosives shall remain on board, there shall be kept a red flag flying on every such barge, lighter or boat between sunrise and sunset and a red light in an elevated position shall be shown from any such barge, lighter or boat between sunset and sunrise. No fires, smoking or matches, shall be allowed on board any such barge, lighter or boat, nor any light of any kind *except the red light mentioned above and except in the case of* properly decked barges on the deck of which may be allowed one lantern of good pattern. *Kerosine or other explosive oil is not to be used for the above-mentioned lights.* The tindal and at least half of the crew of every such barge, lighter or boat shall remain on board thereof until all the explosives are discharged therefrom.

For Rule (*g*) substitute the following:—

Rule (*g*).—All barges, lighters and boats having any explosives on board *to be landed outside of the harbour*, shall remain off shore until orders are received from the officer directing the landing to approach the beach. Not more than two such barges, lighters or boats shall be permitted to unload at a time, and such unloading shall take place either at the bay in the revetment at Cassimode or at the north end of the revetment according to the state of wind and current.

For Rule (*h*) substitute the following:—

Rule (*h*).—With the sanction of the Chairman of the Harbour Trust Board, which will be accorded only on production of the required special permit from the Collector of Sea Customs, explosives not prohibited under rule (*c*) if properly packed as required by rule 2 of the rules issued by the Governor-General in Council under section 5 of the Indian Explosives Act, 1884, may be shipped on board, or landed from a vessel lying at the ordinary moorings within the harbour. Shipment of any such explosives shall be effected under the precautions and conditions mentioned and contained in these rules, and such explosives must be taken on board the vessel for which they are intended, immediately after the boat by which such explosives are taken off to such vessel has come alongside the same, and no cargo boat or other vessel having fire on board shall be allowed to lie *nearer than 1 cable's lengthor 200 yards of* such vessel during the time that any explosives are being shipped on board the same.

For Rule (*k*) substitute the following:—

Rule (*k*).—No magazine on board any vessel containing explosives other than safety fuzes, cartridges and caps shall be opened while such ship is inside the Madras harbour without the permission of the Chairman of the Harbour Trust Board *or other person he may depute to act for him*, except in cases of emergency, and in case, in the opinion of the Chairman of the Harbour Trust Board, the emergency was not such as to justify the master of such vessel in opening or allowing to be opened such magazine, he shall be deemed to have contravened this rule.

Such magazine shall remain open only for the time required to remove or load explosives, and that operation shall always be performed in the presence of an officer of the ship.

The Presidency Port Officer.
,, Chairman, Harbour Trust Board.
,, ,, Chamber of Commerce.
,, ,, Madras Trades Association
,, Judicial Department.
,, Messrs. Arbuthnot & Co.
,, ,, Binny & Co.
,, ,, Parry & Co.

(H.E.No. 574 Mar., d/ 27 June 98)

To

The Secretary to the
Government of India,
Home Department.

Sir,

With reference to section 5(1) of Act IV of 1884 (The Indian Explosives Act), I am directed to forward for the sanction of the Government of India a draft of proposed amendments in the rules to regulate the transport and importation of explosives in the port of Madras which were approved in Home Department -- letters Nos. 1552 and 1207 dated, respectively, 31st May 1892 and 19th -- August 1895.

2. It will be seen from the correspondence printed with the accompanying copy of Proceedings of this Government No. 540 Marine dated 27th June 1898, that the proposed amendments originated in the necessity for prescribing some limit to the quantity of gun powder to be admitted inside the Madras Harbour. Under the existing regulations, gun powder in any quantity can be brought into the harbour for landing or shipment, provided it is "secured in a properly constructed magazine to be approved of by the Deputy Conservator of the port or other officer deputed by

× Rule (e) of the rules approved in Home Dept. letter No. 1552 d/31st May 1892.

by him to inspect it".

3. The Harbour Trust Board now proposes that the rule should be altered so as to provide that all vessels importing or shipping gun powder in excess of 560 lbs in weight should do so outside the harbour in the place set apart for dealing with other explosives. Vessels with gun powder in any quantity intended for other ports would still be free to enter and lie in the harbour.

× 5 cwt.

4. As pointed out by the Trustees, the Government is itself the principal importer of gun powder in large quantities, and the proposed restriction will therefore not affect the public or the mercantile community in any but exceptional cases. The limit of 5 cwts has been fixed in conformity with the rule in force in Colombo, and seems a convenient ~~as any other~~.

5. The present opportunity of the revision of the rules has been taken to correct some imperfections. All alterations are shown in italics, and the reasons in detail are given in the Chairman's letter No. 1031 dated 2nd June 1898 so far as regards questions other than that of the quantity of gun powder to be handled inside the harbour.

I have etc.,

M. 10-6-98.

Received 19/7/1898

Note. Seeing that the opening of the magazine while the ship is in harbour constitutes the principal risk, I think some further precautions should be added to Rule 8. thus "Such magazine shall remain open only for the time required to remove or stow explosives, and that operation shall always be performed in the presence of an officer of the ship"

Added this note is with the printed Rules

Yes- add this

BA 27/6/98

10.6-98

Marine (1897) Department.

CURRENT No. 1434

Order

From
The Chairman,
Harbour Trust Board,
Madras.

No. 3505

Dated 5-11-97

Despatched 8-11-97

Received 10-11-97

Enclosures 4-0-0

Spare copies

SUBJECT.

Submitting for favour of orders copy of resolution No 2 of Board's Meeting of the 29th Octr '97 re- the Landing and Shipping of Gunpowder inside the Harbour

BACK PAPERS.

G. O.	No.	Department.	Date.
289	610	8-92	
263	9	8-7-92	
222	9	21-6-92	
217	9	16-6-92	
238	9	16-6-92	
118	9	16-4-92	
106	7	9-4-92	
459	9	10-9-91	
397	Jud	17-5-98	
539	Jud	5-8-96	
289	"	3-9-95	
193-4	"	2-7-95	
320	"	11-8-94	
140	"	8-8-94	
258	"	28-6-94	
250	"	27-6-94	
232	"	16-6-94	
171	"	10-5-94	
416	"	27-11-93	
382	"	26-10-93	

FURTHER PAPERS.

G. O.	No.	Department.	Date.
1153	658		

No.15 P. Port Office,

Madras 10th September 1897.

From,

The Deputy Conservator of the
Port of Madras.

To,

The Chairman,
Harbour Trust Board,
M A D R A S.

Sir,

I have the honour to request that the attention of the Board may be directed to the rules under which at present any quantity of gunpowder can be landed here or taken on board a vessel inside the harbour, as it seems to me that in case of an explosion, there is every likelihood of the harbour and vessels therein, as also all buildings in the vicinity being seriously damaged, if not, entirely wrecked; and I consider therefore that the rules to which I have referred, require reconstruction.

I have &c,

Signed W. Aves,

Commander R.I.M.,

Ag: Deputy Conservator of the Port.

(True Copy.)

Secretary,

Harbour Trust Board.

EXTRACT of Proceedings of the TRUSTEES OF THE HARBOUR OF MADRAS, at a Meeting held at the Offices of the Board on Friday the 1st day of October 189 7.

X X X

7. Read letter from the Deputy Port Conservator, No. 15 H, dated 10th September, regarding the landing and shipping of gunpowder inside the Harbour.

Read minutes by Trustees.

Resolved that the Deputy Conservator be requested to inform the Board in what respect he considers the present rules and arrangements to be dangerous, or to require revision.

X X X

(True Extract.)

Secretary,

Harbour Trust Board.

Smelco 1
1434/97

No.67 M.

Port Office,

Madras 20th October 1897.

From,

The Deputy Conservator of the

Port of Madras.

To,

The Secretary,

Harbour Trust Board.

Sir,

In compliance with the Board's resolution No.7 dated Ist October 1897, forwarded with your No.868 c dated 6th idem, I have the honour to state that the reason, I consider the Regulations regarding the admission of gunpowder inside the Harbour as dangerous, is because no limit has been fixed as to the quantity which may be so brought inside, either by a vessel which has to discharge or load it or otherwise, and I consider that a limit should be given, unless the magaxines in which it is stowed are fitted so as to be easily flooded at a moment's notice, which is not the case at presnt. Moreover they are generally situated on the tween decks on the foreside of the hatch, and should fire occur in that hold the only way of emptying the magazine is through the hatch itself, which would be impossible if the fire were of any extent. It may be suggested that a hole could be cut in the upper deck and the hose played into the magazine, but I would point out that in the first place such hole would have to be cut through an iron deck of about ½ to ⅝ inch thick, and when this was accomplished only a portion of the barrels of powder could be reached by the water. The magazines not being watertight, they could never be filled so as to immerse the powder.

I have &,

Signed W. Aves,

Commander R.I.M.,

Deputy Conservator of the Port

(True Copy)

C. Sivent

Secretary,

Harbour Trust Board.

2 S.P

EXTRACT of Proceedings of the TRUSTEES OF THE HARBOUR OF MADRAS, at a Meeting held at the Offices of the Board on Friday the 29th day of October 1897.

X X X

8. Read letter from the Dy Port Conservator, No.67 H, dated 20th October 1897, replying to Board's resolution No.7 of 1st idem, regarding the landing and shipping of gunpowder inside the Harbour.

Read minutes by Trustees.

Read and discussed previous papers in connection with the exclusion of the "Rewa" from the Harbour in December 1891, and despatch from the Right Hon'ble the Secretary of State No.2 Financial (stores) dated 18th February 1898.

Proposed by Captain Street R.I.M., That Government should be addressed on the subject, and informed that there is no limit to the amount of gunpowder that may be brought into the Harbour and discharged nor in the amount to be taken on board inside the Harbour, and that all vessels importing or taking on board over 100 lbs of gunpowder should do so outside the Harbour, in the place set apart for dealing with other explosives.

Seconded by Mr Wilson.

Carried.

X X X

True Extract.

Secretary,

Harbour Trust Board.

Harbour Trust Office,

MADRAS, 5th November 1897.

Desp'd 8/11/97

No. 3505

FROM

J.Thomson Esq I.C.S.,

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS.

To

W.B.DeWinton Esq,

Ag: SECRETARY TO GOVERNMENT,

Marine Department.

Sir,

I have the honour to submit for the information and for favour of the orders of Government copy of resolution carried at the Board's last meeting regarding the landing and shipping of gunpowder inside the Harbour.

Go.232 Marine dt 16 Jany 94 Flag A

Under present regulations any quantity may be admitted, and the Trustees agree with the Deputy Conservator that a limit should be fixed.

Go.193 Marine dt 2 Aug 95 Flag B

It is only Government powder on board British India home line Steamers that is imported in any considerable quantity; these vessels may also have more on board intended for Calcutta.

The magazines are, it is understood, passed by the Board of Trade, before the gunpowder is shipped in the Thames.

I have the honour to be,

Sir,

Your Obedient Servant,

Secy.

Chairman

G.O. 289 Mar. dated 10th Aug. 1892.

Flag-P

letter

Landing and shipping of gunpowder inside the Madras Harbour

[43/5] Marine Department.

C. No. 1434 of 1897.

~~HIS EXCELLENCY THE GOVERNOR.~~

THE HON'BLE SIR HENRY BLISS, K.C.I.E.

~~THE HON'BLE MR. CROSE, C.I.E.~~

SUBJECT.

FOR ORDERS.

I don't see the point of this — There seems to be no particular object in restricting the quantity that can be landed or shipped, & long as vessels are allowed to lie in the harbour with any quantity on board in magazines which cannot be flooded at a moment's notice. The Sec. is requested to explain the matter more fully &

G.O. 232 Marine dated 16th June 1894 (Flag-A.)

Give his answers

KS 1/12/97

In this correspondence the Harbour Trust Board proposes that all vessels importing or taking on board over a 100 lbs. of gunpowder should do so outside the harbour in the place set apart for dealing with other explosives.

2. Under the original Rule (h), the quantity of certain explosives (gunpowder included) which could be admitted into the harbour was limited to 100 lbs.

3. Under the revised rules (c) and (h) gunpowder in any quantity may be landed or shipped inside the harbour, provided it is secured in a properly constructed magazine.

4. This unlimited admission of gunpowder inside the harbour was sanctioned in consequence of a representation made through the Secretary of State. It will be seen from

letter

G.O. 269 Marine dated 3rd Sep. 1895. (Flag-B.)

How can it be secured in a magazine while being landed or shipped? KS

Vide Rule (c) with G.O. 232 Mar. dated 16th June '94. (Flag - A.)

But why? I haven't the time to read all these notes KS

G.O. 118 Marine dated 16th April 1892 (Flag- N.)

Despatch. No. 5 Mar. dated 23rd April 1892 (Flag- U)

G.O. 289 Mar. dated 10th Aug. 1892. Flag-P

dly [illegible] (Flag-Q)

letter [redacted] No. 774 dated 2nd June 1892 from the Chairman, Harbour Trust Board, that the magazine of every steamer from London carrying explosives is surveyed by an Inspector of the Thames Conservancy who grants certificates as to stowage, &c.

M. 26.11.97

G.O. 217 Mar. dated 18th June 1892. (Flag-H.)

Note. London is the only port from which explosives are shipped. Vide para 4 of Despatch from the Secretary of State with G.O. 118 Mar. dated 16th April 1892. (Flag- N.)

G.O. 269 Marine dated 3rd September 1895. (Flag .B.)

Rule (e), G.O. 232 Mar. dated 16th June 1894. (Flag- A.)

The point seems to be this:- So long as the magazine is not opened & land or ship exploring, there is practically no risk in the vessel lying in the harbour. But if the magazine has to be opened at all, what diffce can it make what quantity is landed & shipped? Nor does the rule seem to follow that no landing & shipping should be allowed, that is, the magazine should not be opened at all, within the harbour -

The rule now proposed as to the 100 lbs may be sanctioned, but whether, from the point of view I set out above, all landing & shipping of explosives — in other words, the opening of the magazine — within the harbour should not be prohibited

BS
11/12/97

Marine Department.

Note for the Hon. Member.

Landing and shipping of gunpowder inside the Madras Harbour.

With reference to the Hon. Member's note dated 1st December 1897, it is explained that under present regulations gunpowder in any quantity can be brought into the harbour for landing or shipment, provided it is "secured in a properly constructed magazine to be approved of by the Deputy Conservator of the port or other officer deputed by him to inspect it".

2. The Deputy Conservator considers the existing regulations to be dangerous for the following reasons:-

(1) there is no limit as to quantity.

(2) the ships' magazines are not fitted so as to be easily flooded at a moments notice

(3) they are generally situated on the tween decks on the fore side of the hatch, and should fire occur in that hold the only way of emptying the magazine would be through

the

and July 1895 (Flag-O)

the hatch itself - an impossibility if the fire were of any extent.

(4) the magazines not being water tight, they could never be filled so as to immerse the powder.

3. On consideration of these facts, the Harbour Trust Board are of opinion that all vessels importing or taking on board over 100 lbs. of gunpowder should do so outside the harbour, in the place set apart for dealing with other explosives.

4. It is submitted that even if the proposal of the Harbour Trust Board be adopted there would not be absolute security, for vessels with gunpowder in quantities of over a 100 lbs. intended for other ports would still be free to enter and lie in the harbour. Such vessels cannot be excluded. It was in consequence of an attempt to exclude such a vessel that a remonstrance was sent out from home in 1892.-

It is however no doubt the case that the risk of explosion is much greater during the operation of shipping or landing powder, when the magazine is open, & it would inherent this additional risk of a rule is passed that when powder has to be landed or shipped it shall be done in the day time. it must be done in the place appointed outside the harbour. This rule inflicts no hardship on owners of vessels, & provides a necessary precaution

to adopting [illegible] 2-12-97

× The 'Rena' has excluded in Dec. 1891 he came she had on board 400 brls of gunpowder for Calcutta. She has kept outside for 2 days until she had time shipped the powder to another vessel, & then admitted. Govt have decided that by exclusion has illegal & altered the rule

* G.O. 118 Marine dated 16th Apr. 1892. (Flag-N.)
Despatch, No. 5 Mar. dated 23rd April 1892 (Flag-U)
G.O. 289 Mar. dated 10th Aug. 1892. (Flag - P).

+ after due notice

Pur

No. 751 E. d/15-12-97 Marine Department.

540 41 ans

Memorandum.

Letter from the Chairman, Harbour Trust Board, No. 3505 dated 5th Nov. 1897.

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* G.O. 269 Mar. dated 3rd Sep. 1895.

x Rule (e) in G.O. 232 Mar. dated 16th June 1894.

It is observed that under existing regulations, gunpowder in any quantity can be brought into the harbour for landing or shipment, provided it is "secured in a properly constructed magazine to be approved of by the Deputy Conservator of the port or other officer deputed by him to inspect it".

2. The Harbour Trust Board now proposes that the rules should be altered so as to provide that all vessels importing or taking on board over 100 lbs. of gunpowder should do so outside the harbour, in the place set apart for dealing with other explosives.

3. Vessels with gunpowder in quantities of over 100 lbs. intended for other ports would still be free to enter and lie in the harbour.

It is thus, apparently, assumed by the Harbour Trust Board that so long as the magazine is not opened to land or ship explosives, there is practically no risk in a vessel with explosives on board lying in the harbour. The opening of the

[illegible] July 1895 (Flag-P)

1 Reminder issued 31-1-98

the magazine being thus the source of danger, it would follow that no landing or shipping inside the harbour should be allowed, even of quantities less than 100 lbs. The proposal of the Harbour Trust Board would therefore not go far enough.

5. The undersigned is directed to request an expression of opinion from the point of view set out above.

M. 13.12.97

To

The Chairman, Harbour Trust Board.

9/1/1897

L.O.100 8

Marine (1897) Department.

CURRENT No. 153 4173

Order

From
The Chairman,
Harbour Trust Board,
Madras.

No. 4727

Dated 23—12—96

Despatched 3—1—97

Received 4—1—97

Enclosures

Spare copies

SUBJECT.

Landing and shipping of gunpowder inside the Madras Harbour

Intimating that a reply will be sent on receipt of information from other ports on the subject of the —

Await reply

M 4.2.97

Printed 2nd July 95 (Flag 10)

BACK PAPERS.

G. O.	No.	Department.	Date.

FURTHER PAPERS.

G. O.	No.	Department.	Date.

Harbour Trust Office,

MADRAS, 2nd February 1898.

No. 4727

From

J.N.Atkinson Esq I.C.S.,

Chairman, Harbour Trust Board,

MADRAS.

To

W.B.DeWinton Esq.,

Secretary to Government,

Marine Department.

Sir,

I have the honour to acknowledge receipt of your reminder No. 751/I E dated 31st January and to inform you that a reply will be sent at as early a date as possible.

The delay has been caused by the necessity of obtaining information from other ports on the subject of the landing of gunpowder.

I have the honour to be,

Sir,

Your Obedient Servant,

J. N. Atkinson

for Secy.

Chairman,

Harbour Trust Board.

Marine (1897) Department.

CURRENT No. 173
4753

Order

From
The Chairman,
Harbour Trust Board,
Madras.

No. 4753

Dated 4 — 2 — 98
Despatched 5 — 2 — 98
Received 7. 2. 98
Enclosures 5
Spare copies

SUBJECT.

Replying to Memo No 751E of 15th Dec 1897 relating the landing and shipping of Jacpaw-der inside the Harbour of Madras.

BACK PAPERS.

G. O.	No.	Department.	Date.
	7518	℞ 15-12-97	
	4 papers		

FURTHER PAPERS.

G. O.	No.	Department.	Date.

Harbour Trust Office.

MADRAS, 4th February 1898.

No. 4753

From

J.N.Atkinson Esq I.C.S.,

Chairman, Harbour Trust Board,

MADRAS.

To

W.B.DeWinton Esq.,

Secretary to Government,

Marine Department.

Sir,

Replying to memorandum No.7518 E dated 15th December 1897 I have the honour to say that the Harbour Trust Board has very fully considered the proposal to restrict the quantity of gunpowder that may be landed or shipped within the limits of the Harbour; and while recognising that as pointed out by Government the strictly logical conclusion would be, to prohibit all landing or shipping, or the opening of magazines within those limits, the Board is unwilling to advocate a restriction which might produce very great inconvenience to vessels both of the Royal Indian Marine and Mercantile Marine, the more so that the restriction proposed is calculated to ensure not absolute immunity but only the diminution of a somewhat remote risk of accident.

It has been ascertained that at Colombo there are no restrictions on the opening of magazines or landing or shipping of gunpowder; the only regulation being that ships carrying more than 5 cwts of explosives shall not enter the Harbour unless the same be properly stored in a magazine. This however does not settle the question so far as Madras is concerned; and the Trustees while anxious to interfere with trade as little as possible, yet having regard to the magnitude of the interests concerned, and to the many disasters that have occurred elsewhere from lack of timely precautions, have thought it right to

go

(Flag C)

go as far as possible in the direction of keeping explosives safely shut up. The measure of risk is of course increased in proportion to the time the magazine is left open, and therefore the limit of 100 lbs was adopted, as so small a quantity could be moved in a few minutes.

The Trustees observe that Government itself is the principal importer of gunpowder in large quantities, and the proposed restriction will therefore in only exceptional cases affect the public or the mercantile community. Under these circumstances the Trustees adhere to their opinion already expressed in their Resolution No. 2 of ~~30~~ 29th October 1897, the limit however being raised from 100 lbs to 5 cwt.

The Board observes that any limit is arbitrary, and 5 cwt seems as convenient as another, and is to some extent in conformity with the Colombo rule. It is suggested that 3 months notice of the introduction of the rule might be given.

I have the honour to be,

Sir,

Your Obedient Servant,

J. H. Atkinson

Chairman,

Harbour Trust Board.

Asst. Secy.

No. 9983 16-2-98

Marine Department.

C. Nos. 153 and 173

Memorandum.

The undersigned is directed to request that the Chairman, Harbour Trust Board, will be so good as to embody in a draft notification the proposal made in his letter No. 4753 dated 4th February 1898, and carry the requisite amendments through the existing rules.

M. 15-2-98

To the Chairman, H. T. Bd.

Note for M.

This is in accordance with precedent. Vide C.O. 459 Mar. dated 17th Oct. '91 and para 6 of the Chairman's letter on page 2 of C.O. 193 Mar. dated 2nd July '95 (Flag P)

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Marine (1897) Department.

CURRENT No. 729

Order

From
The Chairman,
Harbour Trust Board,
Madras.

No. 1031

Dated 20 — 6 — 98

Despatched 3 — — —

Received 6 — 7 — 98

Enclosures Nil

Spare copies 1

SUBJECT.

Explosives.

Submitting for approval of Government and publication in the Fort St George Gazette, a draft amended notification for the landing and shipping of - at Madras.

BACK PAPERS.

G. O.	No.	Department.	Date.

FURTHER PAPERS.

G. O.	No.	Department.	Date.

DRAFT NOTIFICATION.

In exercise of the power conferred by section 5 of the Indian Explosives Act, IV of 1884, the Governor of Madras in Council is pleased, with the previous sanction of the Governor-General in Council, to make the following alterations in the rules to regulate the transport and importation of explosives in the port of Madras, which were promulgated for guidance, in the *Fort St. George Gazette* of the 26th June 1894 and 10th September 1895.

For Rule (*e*) substitute the following:—

Rule (*e*).—Every vessel entering the port of Madras having on board explosives of classes 2, 3, 4 or 5, or division I of class 7 (as defined under the rules made by the Governor-General in Council under section 5 of the Indian Explosives Act, 1884), or having on board explosives of "class 6—Ammunition class" charged with or containing explosives of classes 2, 3, 4 or 5 in excess of 100 lb. in weight *or having on board, to be discharged, explosives of class* 1—*Gunpowder class—in excess of* 560 *lb. in weight*, shall, on arrival at the port, proceed to a distance of not less than one mile north of the north arm and half a mile off shore outside the harbour and shall not be permitted to enter the harbour until all such explosives have been discharged; after which, provided the requirements of rule (*e*) as regards the security of explosives remaining on board have been met, the vessel may be permitted to enter the harbour and to discharge or ship therein *explosives of class I—Gunpowder class—not exceeding* 560 *lb. in weight*, or other explosives not being of classes 2, 3, 4 or 5, or ammunition containing, or charged with, explosives of classes 2, 3, 4 and 5, or fireworks composition, class 7, division I. Whilst any explosives shall remain on board, such vessel shall have a red flag kept flying at the foremast head between sunrise and sunset and one red light at the ensign staff or peak, in addition to the usual anchor light between sunset and sunrise, and the master or chief officer shall remain on board of her until the explosives intended for the port of Madras shall have been discharged.

For Rule (*f*) substitute the following:—

Rule (*f*).—"Barges, lighters and boats in the port of Madras having on board any explosives shall be kept scrupulously clean and free from loose explosives and shall not, when at anchor, lie closer than *1 cable's length or 200 yards* from any of the shipping in the port or from any public landing place, and all cases of explosives in any such barges, lighters or boats shall be securely covered with tarpaulins. Whilst any such explosives shall remain on board, there shall be kept a red flag flying on every such barge, lighter or boat between sunrise and sunset and a red light in an elevated position shall be shown from any such barge, lighter or boat between sunset and sunrise. No fires, smoking or matches, shall be allowed on board any such barge, lighter or boat, nor any light of any kind *except the red light mentioned above and except in the case of* properly decked barges on the deck of which may be allowed one lantern of good pattern. *Kerosine or other explosive oil is not to be used for the above-mentioned lights.* The ndal and at least half of the crew of every such barge, lighter or boat shall remain on board reof until all the explosives are discharged therefrom.

For Rule (*g*) substitute the following:—

Rule (*g*).—All barges, lighters and boats having any explosives on board *to be landed outside of the harbour*, shall remain off shore until orders are received from the officer directing the landing to approach the beach. Not more than two such barges, lighters or boats shall be permitted to unload at a time, and such unloading shall take place either at the bay in the revetment at Cassimode or at the north end of the revetment according to the state of wind and current.

For Rule (*h*) substitute the following:—

Rule (*h*).—With the sanction of the Chairman of the Harbour Trust Board, which will be accorded only on production of the required special permit from the Collector of Sea Customs, explosives not prohibited under rule (*e*) if properly packed as required by rule 2 of the rules issued by the Governor-General in Council under section 5 of the Indian Explosives Act, 1884, may be shipped on board, or landed from a vessel lying at the ordinary moorings within the harbour. Shipment of any such explosives shall be effected under the precautions and conditions mentioned and contained in these rules, and such explosives must be taken on board the vessel for which they are intended, immediately after the boat by which such explosives are taken off to such vessel has come alongside the same, and no cargo boat or other vessel having fire on board shall be allowed to lie *nearer than 1 cable's lengthor 200 yards of* such vessel during the time that any explosives are being shipped on board the same.

For Rule (*k*) substitute the following:—

Rule (*k*).—No magazine on board any vessel containing explosives other than safety fuzes, cartridges and caps shall be opened while such ship is inside the Madras harbour without the permission of the Chairman of the Harbour Trust Board *or other person he may depute to act for him*, except in cases of emergency, and in case, in the opinion of the Chairman of the Harbour Trust Board, the emergency was not such as to justify the master of such vessel in opening or allowing to be opened such magazine, he shall be deemed to have contravened this rule.

Harbour Trust Office,

MADRAS, 2nd June 1898.

No. 1031

From

J.N.Atkinson Esq I.C.S.,

Chairman, Harbour Trust Board,

MADRAS.

To

W.R.deWinton Esq.,

Secretary to Government,

Marine Department.

Sir,

Referring to memorandum No.99 E (Marine Department) dated 16th February I have the honour to submit herewith for approval, and publication in the Fort St George Gazette, a draft notification carrying the proposed alterations for the landing and shipping of explosives through the existing rules.

The alterations are shown in italics.

2. Advantage has been taken of this opportunit to correct the rules where found imperfect otherwise than with regard to the quantity of gunpowder to be handled inside the Harbour, dealt with in rule (c).

3. In rule (f) it was provided that any boat, barge or lighter having explosives onboard should not lie closer than half a mile from any of the shipping. This is impracticable, and the distance has therefore been now fixed at "one cables length or 200 yards". This rule also provided that no lights are allowed on any boat containing explosives, but also directed that all should carry a red light between sunset and sunrise, which was contradictory; an exception has therefore been made in favour of the red light, in the case of all boats as well as the properly decked barges, which do not exist at this port.

4. Rule (g) referred to explosives for discharge outside the Harbour, but it did not say so; the omission has now

been supplied.

5. Rule (h) The definite distance of one cables length has been inserted in this rule, instead of the indefinite expression "near".

6. Rule (k) According to this rule it has been necessary to obtain the personal sanction of the Chairman to open a ships magazine inside the Harbour, when containing explosives. It has been found necessary to depute this authority on more than one occasion to the Board's Secretary, who is authorised to act in every other case under bye law No.21. The omission in the rule is now supplied, which will prevent any difficulty arising during the temporary absence of the Chairman from Madras, on casual leave or during public holidays.

I have the honour to be,

Sir,

Your Obedient Servant,

Secy.

Chairman,

Harbour Trust Board.