

Marine (1899) Department.

G.O., No. 1192 Marine
1203

DATED 6th Feb 1899.

R 3 4492
23/5/99

[Despatch Abstract.]
Kerosene oil cargo on Native Passenger Ships

Ordered that the Govt of India be addressed
in the matter of fixing limit to the quantity
of Kerosene oil to be carried by ships conveying
Native Passengers and the Native Passenger Ships
Act of '87.

Letter to the Govt of India.

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

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Letter from the Presidency Post office, Madras.
 Rs. $\frac{460}{24}$ G, dated 18th January 1899.

ORDER.

R. No. 11 / 1851
Ordered that the Govern-
ment of India be addressed.

The Presidency Post office

Q. H. M. C.

CHE R 120 Mar. of 6th Feb 1899)

To
The Secretary to the
Government of India,
Finance & Commerce Dept.

Sir,
I am directed to refer,
for the orders of the Govern-
ment of India, the question
of fixing a limit to the
quantity of Kerosine oil to
be carried by ships conveying
native passengers under the
Native Passenger Ships Act
X of 1884. Under Section 15

of this Act an officer authorised to grant a certificate in respect of a ship shall not grant it unless he is satisfied that the ship has not on board any cargo likely from its quality, quantity or mode of stowage to prejudice the health or safety of the passengers. It will be seen from the accompanying copy of a letter from the Presidency Port officer that Native Passenger ships from Rangoon to ports in this Presidency frequently have on board a considerable number of cases of Kerosine oil, the flashing point of which is as low as 85° . There seems, however, to be no authoritative ruling as to the quantity of such oil that may be shipped with passengers, and the officers empowered to grant certificates have thus nothing to guide ~~them~~ in the exercise of their discretion in the grant of certificates. The Presidency Port officer suggests ~~therefore~~ that

that a limit, applicable to Indian ports generally, should be laid down.
2. I am accordingly to request that the matter be laid before the Government of India for decision.

C.S.

I have &c

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READ the following:-

From the Presidency Port Officer, Bombay, No. 460 G, dated 18th January 1899.

Kerosine oil cargo in Native Passenger Ships

Circulated to

FOR ORDERS.

His Excellency the Governor.

The Port. Officer should be advised in person.
A.S.H.
30.1.99

Section 15 (1) of the Native Passenger Ships Act, 1887, lays down that an "Officer authorised to grant a certificate shall not grant it unless he is satisfied that the ship has not on board any cargo ^{likely} from its quality, quantity or mode of stowage, to prejudice the health or safety of the passengers." In the letter read above, the Presidency Port Officer submits, for the decision of Government, an enquiry of the Port Officer, Gopalpur, whether the Certificate B which the Master of the Ship is required to hold is prejudiced by his having on board a cargo of Kerosine oil.

2. It will be seen from the wording of Section 15 (1) that it is left to the discretion, of the officer authorised to grant the certificate to decide whether

whether the cargo board is likely or not
to prejudice the health or safety of
the passengers.

3. Under this discretionary power
vessels leaving the ports of Rangoon
and Calcutta appear to be permitted
to carry Kerosine oil cargo within
certain limits. At Calcutta the limit
is said to be 100 cases or 1000 gallons
of oil in the case of vessels carrying
more than 60 passengers, and at Rangoon
5000 gallons carried in the forehold
of the ship.

* It is understood that a case
contains 2 tins of 5 gallons each

4. The Presidency Port Officer represents
that it would be advisable for the
Government of India to fix a limit that
would be applicable to all ports. He
thinks that 5000 gallons, even when stowed
in the forehold of a vessel, is a large
quantity to carry in a Native Passenger Ship,
and recommends that the shipment should
be limited to 100 cases or 1000 gallons as at
Calcutta.

5. If this suggestion is approved,
the Government of India will have to be
addressed. The oil usually shipped
in these vessels is said
to have a flashing point
of 75° . This is

decided. Mr. de la Roche oil
being defined as having a
flashing point below 76° .
I certainly think that the Govt
of India should be asked
to fix a limit to the
carriage of such oil on native
passenger ships.

W. C. S. L.

91 M 118-20
62399
It with a flashing
point of 75° or so
seems highly dangerous
to carry in
passenger ships at
all. Have you any
idea when the
flashing point of
the Kerosene oil
usually sold?
I see from the
advt. as 1500 a
standard Elephant at
 125°

W. C. S. L.
26-1-88

(1) "Dangerous" petroleum
is defined by Act XII of 1886.
The flashing point is
placed below twenty five

degress? under Sec: 3-(2)

(2) The only information
is in the newspaper adver-
tisements - 125th + 150th
are the usual quantities.
Please see copy of Times
in the file

R.S.

26 Jan 99

Marine (1899) Department.

CURRENT No.

91

Order

From

The Secretary of the
Madr

No. $\frac{460}{24}$ 4

Dated 18th January 1899

Received

Registered

Enclosures

Spare copies

SUBJECT.

Requesting that the Govt.
of India may be asked
to lay down a ruling
regarding native Passenger
ships carrying cases of
Kerosine oil.

BACK PAPERS.

FURTHER PAPERS.

No.	Date.
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Act No. XII of 1886
 ~ No. X of 1887

No.	Date.
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No. 460 4
 24

Presidency Port Office,

Madras, 18 January 1899.

From

Commander H. A. Street, R.N.,

Presidency Port Officer,

Madras,

To

THE SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

CHEPAK.

Sir,

The Port Officer, Gopalpur,
 has represented to me that
 steamers from Rangoon to
 ports in this Presidency, and
 carrying Native Passengers
 under the Native Passenger Ships
 Act X of 1887 have, occasionally
 on board, a considerable number
 of cases of Kerosene oil - generally
 oil known as "Victoria". The
 flashing point of which is stated
 to be 85° - and he enquires "whether
 the certificate B referred to in
 section 11 of the Native Passenger
 ship

Ships Act is prejudiced thereby."

Under section 15 (i) of the Native Passenger Ships Act, the officer authorised to grant a certificate under the Act, is enjoined not to do so should the vessel have on board any cargo likely from its quality, quantity or mode of stowage to prejudice the health or safety of the passengers.

In this Presidency, so far as I am aware, no application to carry kerosene oil in vessels coming under the Native Passenger Ships Act has ever been made, but at Calcutta and Rangoon it is the practice for oil to be carried in certain quantities on board native passenger vessels leaving, with native passengers on board, for other ports. The Port Officer, Calcutta, informs me that, it is the practice to allow 100 Cases of Kerosene oil to be carried in vessels with more than

= 200 tins of 5 gallons each
= 1000 gallons

+ ind. P.P. 03
letter no 460
dated 16-5-99
making
course of ship
20th July 99

than to native passengers, on the understanding that the cases will be specially stowed, and separated from other cargo; at Rangoon, according to information supplied by the Port Officer, native passenger vessels, can carry kerosene oil in the fore hold, up to a limit of 5000 ^{gallons} Cases, and I believe that the flashing point of most of this oil is 85°.

2. As the practice in respect to the conveyance of kerosene oil at Calcutta and Rangoon differs and no instructions have yet been laid down by the Madras Government on the subject it seems to me advisable that the Government of India should be asked to lay down a ruling on the question that would apply to all of the Indian ports. Personally, I am inclined to think that 5000 gallons, even when stowed in the fore hold of

of a vessel is a large quantity
to carry in a Native Passenger Ship.

3. I purpose directing the
Port officer, Gopalpur, not to
interfere with vessels carrying
oil from port to in other Residences,
but to report each case, and
to refuse permission to ship
Kerosene oil at his port in
addition to oil already on board.

Should application be made
to ship oil in vessels which have
not oil on board, I think that
Government should limit
the shipment to 100 Cases and
follow the Calcutta practice.

I have the honour to be,

Sir,

Your obedt. servant,

H. A. Theet

Commander, R. I. M.,

Presy. Port Officer.