

Marine (1899) Department.

G.O., No. 6402 Mar
6413

DATED 11th July 1899

[Despatch Abstract.]

Kerosine oil cargo.

Ordered that the representation from the Chamber of Commerce be placed on the subject of the quantity of _____ to be allowed in vessels flying under the Nation Passenger Ships Act, 1887, be placed for early orders, before the Govt of India, Finance & Commerce Dept.

Kerosine oil cargo: Requesting early orders on the representation from the Chamber of Commerce on the subject of the quantity of _____ to be allowed in vessels flying under the Nation Passenger Ships Act 1887.

Government {1899} of Madras.
MARINE.

<i>Recd.</i>	} 1899.	<i>Enclosures</i>
<i>Regd.</i>		<i>Spare copies</i>

Letter, No. 641, 11th July 1899.

JULY.

Kerosine Oil Cargo

Requesting early orders on the representation from the Chamber of Commerce on the subject of the quantity of — to be allowed in vessels plying under the Native Passenger Ships Act, 1887.

No. 641, MARINE, 11TH JULY 1899.

MARINE DEPARTMENT.

LETTER—from

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

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT.

SIR,

In continuation of Colonel Smart's letter No. 120, Marine, dated 6th February 1899, I am directed to forward, herewith, a copy of a letter from the Chairman, Chamber of Commerce, Madras, on the subject of the quantity of kerosine oil cargo to be allowed in vessels plying under the Native Passenger Ships Act, 1887. I am to state that, subsequent to the letter from this Government referred to above, the Presidency Port Officer was authorized, as a provisional arrangement, pending the orders of the Government of India, to allow 100 cases or 1,000 gallons of kerosine oil cargo to be shipped from Madras in Native Passenger vessels. It will be seen that the Chamber of Commerce now represents that these orders do not satisfy the requirements of either shipper, shipowner or consumer; that experience has shown that kerosine oil packed in tins and cases is a safe cargo for steamers to carry; and that the limit for each vessel may, without danger, be raised to 625 cases (of 8 gallons each) or 5,000 gallons, provided the oil is properly stowed.

2. I am to request the early orders of the Government of India as to the limit that should be fixed.

I have the honour to be,

Sir,

Your most obedient servant,

Secretary to Government.

OOTACAMUND,
11th July 1899.

Exd. T. K. Narayana Aiyangar.

Government {1899} of Madras.
MARINE.

Recd.

Regd.

} 1899.

Enclosures

Spare copies

G.O., No. 640, 11th July 1899.

JULY.

Kerosine Oil Cargo

Ordered that the representation from the Chamber of Commerce on the subject of the quantity of — to be allowed in vessels plying under the Native Passenger Ships Act, 1887, be placed, for early orders, before the Government of India, Finance and Commerce Department.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From C. E. P. VANSAGNEW, Esq., Chairman, Chamber of Commerce, Madras,
to the Secretary to Government, Marine Department, dated 5th July 1899.

I have the honour to address you with reference to the carriage of kerosine oil in ships or steamers carrying native passengers.

With the discovery of petroleum springs in Burma a regular business in kerosine oil with India has sprung up, and regular consignments, limited to 625 cases, or 5,000 Imperial gallons, have been shipped from Rangoon to Madras in the British India direct steamers. It was recently proposed to ship Russian oil in drums from Madras to Rangoon, but the local authorities declined to authorize conveyance of this oil in the Company's steamers in view, apparently, of section 15 (1) of the Native Passenger Ships Act, X of 1887, which is as follows:—"The officer authorized to grant a certificate under this Act in respect of a ship shall not grant it unless he is satisfied that she has not on board any cargo likely from its quality, quantity or mode of stowage to prejudice the health or safety of the passengers."

The Presidency Port Officer, Madras, was addressed on the 18th April 1899, by the local Agents of the British India Company, who applied for sanction for the steamers to carry oil, in quantities not exceeding 5,000 gallons by each steamer, from Madras to Rangoon, and asked him to refer the matter to Government if necessary. In a circular, dated the 31st May 1899, that officer intimated that, as a provisional arrangement, pending orders from the Government of India on the subject, passenger vessels would be allowed by the local Government to carry from ports in the Madras Presidency 100 cases, or 1,000 common gallons, on the understanding that the cases were specially stowed and separated from other cargo.

The provisional limit on this side has apparently had the effect of directing attention to the shipments from the other side, and the Chamber understands that it is now proposed to restrict shipments from all ports in India or Burma to 100 cases. The objections to the carriage of kerosine oil are, in the opinion of the Chamber, groundless, and the authorities in Burma have interpreted the conditions in a more liberal spirit than those on this side have been inclined to do, as they have allowed a limit of 625 cases (of 8 gallons each) in shipments from Rangoon.

As regards quality and mode of stowage, experience has shown that kerosine oil packed in tins and cases is a safe cargo for steamers to carry. Long before the new industry sprang up in Rangoon, kerosine oil was carried between Calcutta and Rangoon, and no accident could have occurred or carriage would have been discontinued. In the Rangoon-Madras direct steamers the cases are stowed in the 'tween or orlop decks (and sometimes even in the lower holds), but always apart from other cargo and from passengers.

The provisional sanction accorded by the Madras Government does not satisfy the requirements of either shipper, shipowner or importer. The freight from the shipowner's point of view is infinitesimal, and not worth obtaining, and from a trade point of view the concession is practically worthless. The limit of 625 cases above referred to has been fixed by the regulation which restricts the quantity of petroleum allowed to be landed or shipped inside Rangoon Harbour in one bottom to 5,000 gallons. It seems to the Chamber that this limit is a perfectly safe one, provided the oil is properly stowed.

I beg to enclose, for the information of the Government of Madras, copy of a letter addressed to the Burma Government by the Rangoon Chamber of Commerce.

ENCLOSURE.

From A. D. WARREN, Esq., Secretary to the Chamber of Commerce, Rangoon, to the Secretary to the Government of Burma, dated 7th June 1899.

I have the honour to acknowledge the receipt of your Judicial Department No. 769/5 G. 11, dated 26th ultimo, with its enclosures, having reference to the carrying of kerosine oil in native passenger ships or steamers carrying native passengers to the Madras coast.

The subject has had full consideration, and I am instructed to say that the Committee see no reason to endorse the conclusion that it is a dangerous practice to carry large quantities of kerosine oil on board such steamers. The steamers of the British India Steam Navigation Company (Limited), and other passenger steamers have carried kerosine oil to and from Indian ports for many years, and there is no record of any accident having occurred which is traceable to this fact.

To prohibit the carrying of oil by such steamers, or to limit the quantity to 100 cases, as proposed, would in the opinion of the Committee practically put a stop to shipments, and in their opinion no good reason has been put forward to justify such a restriction being imposed on the trade.

I would also point out that in the letter from the Port Officer, Gopalpur, upon which the present proceedings have been taken, the flashing point of the oil referred to is said to be 85° F, while, as you are aware, petroleum oil is not classified as dangerous unless the flashing point is below 73° F.

ORDER—No. 640, Marine, dated 11th July 1899.

Ordered that the representation from the Chamber of Commerce be placed before the Government of India.

[Here enter No. 641, Marine, dated 11th July 1899.]

(True Extract.)

Under Secretary to Government.

To the Chairman, Chamber of Commerce, Madras.
" Presidency Port Officer.

Exd. T. K. Narayana A yangar.

READ the following:—

Letter from the Chairman, Chamber of Commerce, Madras, dated 5th July 1899.

Carriage of kerosine oil cargo
in Native Passenger Ships.

Circulated to

H.E. the Governor

ORDER.

No. 640 Mas of 11-7-99.

3P

To The Chairman, Chamber of Commerce,
Madras.
a Presidency Port Officer.

Ordered that the representation from
the Chamber of Commerce be placed
before the Government of India.

No. 641-Mas. of 11th July 1899.

To
The Secretary to the Government of India
Finance and Commerce Department

Sir,

In continuation of Colonel Smart's
letter No. 120 Marine, dated 6th February
1899, I am directed to forward herewith
a copy of a letter from the Chairman,
Chamber of Commerce, Madras, on the
subject of the quantity of kerosine
oil cargo to be allowed in vessels
plying under the Native Passenger
Ships.

Marine (1897) Department.

CURRENT No. 926

From The Chairman
Chamber of Commerce
Madras

No.

Dated 5-7-99

Received

Registered

Enclosures

Spare copies

8-7-99

Plans nil
other nil } Dtd. nil

SUBJECT.

Regarding the Carriage
of Kerosine oil in ships
or Steamers carrying
passengers.

Ships Act, 1887. I am to state
that, subsequent to the letter from the
Government referred to above, the Pre-
sidency Port Officer was authorized,
as a provisional arrangement, pending
the orders of the Government of India,
to allow 100 cases or 1000 gallons of
Kerosine oil cargo to be shipped from
Madras in Native Passenger vessels.
It will be seen that the Chamber
of Commerce now represents that these
orders do not satisfy the requirements
of either Shipper, Shipowner or
Consumer, that ~~the~~ experience has shown
that Kerosine oil packed in tins and
cases is a safe cargo for steamers to
carry, and that the limit for each vessel
may, without danger, be raised to 625
cases (of 8 gallons each) or 5000 gallons,
provided the oil is properly stowed.

2. I am to request the early orders
of the Government of India as to the
limit that should be fixed.

I have &c.

W. H. S.
11/7/99

BACK PAPERS.

G.O.	No.	Department.	Date

1149 Mar of 23. 5-99
119-20 Mar of 6. 2-99

FURTHER PAPERS.

G.O.	No.	Department.	Date.

The Chamber of Commerce,

MADRAS, 5th July, 1899.

FROM

C. E. P. VANSAGNEW, ESQ.,
CHAIRMAN, CHAMBER OF COMMERCE,
MADRAS.

TO

THE SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
OOTACAMUND.

SIR,

I have the honour to address you with reference to the carriage of kerosine oil in ships or steamers carrying native passengers.

With the discovery of petroleum springs in Burma a regular business in kerosine oil with India has sprung up, and regular consignments, limited to 625 cases, or 5,000 Imperial gallons, have been shipped from Rangoon to Madras in the British India direct steamers. It was recently proposed to ship Russian oil in drums from Madras to Rangoon, but the local authorities declined to authorise conveyance of this oil in the Company's steamers in view, apparently, of Section 15 (1) of the Native Passenger Ship's Act, X of 1887, which is as follows:—"The officer authorised to grant a certificate under this Act in respect of a ship shall not grant it unless he is satisfied that she has not on board any cargo likely from its quality, quantity or mode of stowage to prejudice the health or safety of the passengers."

The Presidency Port Officer, Madras, was addressed on the 18th April, 1899, by the local Agents of the British India Company, who applied for sanction for the steamers to carry oil, in quantities not exceeding 5,000 gallons by each steamer, from Madras to Rangoon, and asked him to refer the matter to Government if necessary. In a circular, dated the 31st May, 1899, that officer intimated that, as a provisional arrangement, pending orders from the Government of India on the subject, passenger vessels would be allowed by the local Government to carry from Ports in the Madras Presidency 100 cases, or 1,000 common gallons, on the understanding that the cases were specially stowed and separated from other cargo.

The provisional limit on this side has apparently had the effect of directing attention to the shipments from the other side, and the Chamber understands that it is now proposed to restrict shipments from all ports in India or Burma to 100 cases. The objections to the carriage of kerosine oil are, in the opinion of the Chamber, groundless, and the authorities in Burma have interpreted the conditions in

based on 1149.
1149 Mar of 23. 5-99.

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As regards quality and mode of stowage, experience has shown that kerosine oil packed in tins and cases is a safe cargo for steamers to carry. Long before the new industry sprang up in Rangoon, kerosine oil was carried between Calcutta and Rangoon, and no accident could have occurred or carriage would have been discontinued. In the Rangoon-Madras direct steamers the cases are stowed in the 'tween or orlop decks (and sometimes even in the lower holds) but always apart from other cargo and from passengers.

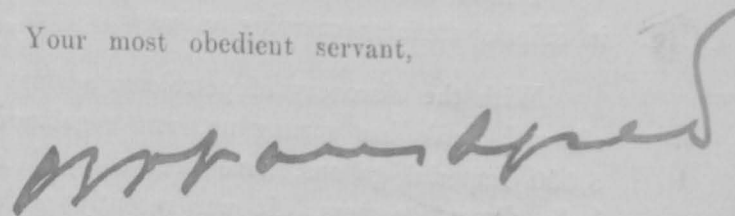
The provisional sanction accorded by the Madras Government does not satisfy the requirements of either shipper, shipowner, or importer. The freight from the shipowner's point of view is infinitesimal, and not worth obtaining, and from a trade point of view the concession is practically worthless. The limit of 625 cases above referred to has been fixed by the regulation which restricts the quantity of petroleum allowed to be landed or shipped inside Rangoon Harbour in one bottom to 5,000 gallons. It seems to the Chamber that this limit is a perfectly safe one, provided the oil is properly stowed.

I beg to enclose, for the information of the Government of Madras, copy of a letter addressed to the Burma Government by the Rangoon Chamber of Commerce.

I have the honour to be,

Sir,

Your most obedient servant,



Chairman.

all
Levy.

ENCLOSURE.

The Chamber of Commerce,
RANGOON, 7th June, 1899.

TO THE SECRETARY TO THE GOVERNMENT OF BURMA.

SIR,—I have the honour to acknowledge the receipt of your Judicial Department No. 769/5 G. 11, dated 26th ultimo with its enclosures, having reference to the carrying of kerosine oil in Native passenger ships or steamers carrying Native passengers to the Madras coast.

The subject has had full consideration, and I am instructed to say that the Committee see no reason to endorse the conclusion that it is a dangerous practice to carry large quantities of kerosine oil on board such steamers. The steamers of the British India Steam Navigation Company, Limited, and other passenger steamers have carried kerosine oil to and from Indian ports for many years, and there is no record of any accident having occurred which is traceable to this fact.

To prohibit the carrying of oil by such steamers, or to limit the quantity to 100 cases, as proposed, would in the opinion of the Committee practically put a stop to shipments, and in their opinion no good reason has been put forward to justify such a restriction being imposed on the trade.

I would also point out that in the letter from the Port Officer, Gopaulpore, upon which the present proceedings have been taken, the flashing point of the oil referred to is said to be 85° F., while, as you are aware, petroleum oil is not classified as dangerous unless the flashing point is below 73° F.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) ALEX. D. WARREN,

Secretary.