Marine

~~Public Works~~ (1899) Department.

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G.O., No. 834 } Marine
835 }

DATED 6th Sept 99

15/9/99

[Despatch Abstract.]

Landing and shipment of explosives at Madras -

The draft of certain revised rules for regulating the — approved and ordered to be forwarded to the G. of India for sanction, and the publication of the same also ordered for the information of persons likely to be affected thereby -

Landing + shipment of explosives at Madras

Recommending for the sanction of the Govt of India certain revised rules for regulating the —

Landing & shipment of explosives at Madras

P. W. 16.
100—18-7-9

Despatch to the Secy of State forwarding with remarks a copy of the Pros. of the Madras Govt, recommending

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	360-41	Ma:	19-4-99				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
S.C	836	Ma:	6-9-99				
-	945	.	11-10-99				
Loc.	21	.	11-10-99				
Fc	49 E	.	30-1-00				
.	306-7	.	18-4-00				

GOVERNMENT OF FORT ST. GEORGE.

MARINE (1899) *DEPARTMENT.*

Letter to the Right Honourable the Secretary of State for India.

Dated 6th September,

No. 18 of 1899.

Despatch to the Secretary of State forwarding, with remarks, a copy of the Proceedings of the Madras Government, recommending for the sanction of the Government of India certain revised rules for regulating the landing and shipment of explosives at Madras.

No. 18, Marine, 6th September 1899.

MARINE DEPARTMENT.

Letter—to

The Right Honourable the SECRETARY of STATE for INDIA.

My Lord,

Adverting to the correspondence ending with your Lordship's despatch No. 10, Financial (Stores), dated 6th July 1899, on the subject of the landing and shipment of explosives at the port of Madras, we have now the honour to forward, for your Lordship's information, the accompanying copy of our Proceedings No. 834, Marine, dated 6th September 1899, and of our letter to the Government of India, No. 835, Marine, of the same date, from which it will be seen that the labours of the Committee appointed to consider the whole matter having been concluded and revised rules framed, these rules have now been laid before the Government of India for formal sanction in view to their adoption at the port of Madras.

2. With reference to the 2nd sentence of paragraph 2 of your Lordship's latest despatch referred to above, we have the honour to state that the revised rules framed by the Committee do not provide for any special exemption, in favour of Government, in regard to shipments of cordite, gunpowder or other explosives not made up into ammunition. But rule (*j*) vests the Chairman of the Harbour Trust Board with discretionary power in regard to the shipment or discharge of any explosives within the harbour on such conditions as may seem expedient. The Chairman, Harbour Trust Board, has accordingly been asked to report whether, under this rule, it is possible to make any special arrangements or concessions in regard to explosives, the property of Government.

We have the honour to be,
My Lord,
Your Lordship's most obedient, humble servants,

(Signed) A. E. HAVELOCK.
(„) A. T. ARUNDEL.
(„) H. M. WINTERBOTHAM.

Ootacamund,
6th September 1899.

Exd. T. K. Narayana Aiyangar.

Government (1899) of Madras.

MARINE.

Recd. } 1899. *Enclosures*

Regd. *Spare copies*

Letter, No. 835, 6th September 1899.

SEPTEMBER.

Landing and Shipment of Explosives at Madras

Recommending for the sanction of the Government of India certain revised rules for regulating the —.

No. 835, Marine, 6th September 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,
Home Department.

Sir,

Adverting to the correspondence ending with Colonel Smart's letter No. 341, Marine, dated 19th April 1899, I am directed to forward, for the sanction of the Government of India, under section 5 (1) of the Indian Explosives Act, 1884, the draft of revised rules for regulating the [illegible] and shipment of explosives in the port of [illegible] accompanying copy of Proceedings No. 834, Marine, dated [illegible] 1899.

2. These rules, it will be observed, are based on the recommendations of the Committee appointed by the Madras Government to consider the whole matter. The rules, as now drafted, have been very carefully considered by the Committee and by the Madras Government, and will, it is hoped, meet the requirements of trade, while insuring all reasonable precautions for the safety of life and property.

3. I am accordingly to recommend that the sanction of the Government of India may be accorded to their introduction at the port of Madras.

I have the honour to be,
Sir,
Your most obedient servant,
(Signed) W. B. deWINTON,
Secretary to Government.

Ootacamund,
6th September 1899.

Exd. T. K. Narayana Aiyangar.

Government (1899) of Madras.

MARINE.

Recd. } 1899. *Enclosures*
Regd. } *Spare copies*

G.O., No. 834, 6th September 1899.

SEPTEMBER.

Landing and Shipment of Explosives at Madras

The draft of certain revised rules for regulating the —, approved and ordered to be forwarded to the Government of India for sanction, and to be published for the information of persons likely to be affected thereby.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers:—

From HERBERT BRADLEY, Esq., I.C.S., Chairman, Harbour Trust Board, Madras, to the Secretary to Government, Marine Department, dated 12th May 1899, No. 23/8.

I have the honour to submit, herewith, for the information of Government, the report of the Committee appointed under G.O., No. 993, Marine, dated 29th November 1898.

2. Should Government approve the rules for landing and shipping explosives, as drafted by the Committee, cordite shipped by the Right Honourable the Secretary of State will be landed inside the harbour under rule (*c*) (vi).

3. A separate report will be made regarding the conveyance of explosives in vessels coming under the Indian Passengers Ships Act X of 1887.

Enclosure.

Report of the [illegible] the Committee appointed under G.O., No. 993, Marine, dated 29th November 1898, to consider the rules in force at the port of Madras relating to the landing and shipping of explosives within port limits.

2. The Committee was constituted as follows:—

Mr. Herbert Bradley, I.C.S., *President*.

Nominated by Government.

Commander H. A. Street, Presidency Port Officer.
Major J. H. D. Waller, R.A., representing the Inspector-General of Ordnance.
Major L. G. Watkins, R.A., upon his relieving Major Waller as officer in charge of the Madras Arsenal.

Elected by the Chamber of Commerce.

Mr. W. R. Arbuthnot of Messrs. Arbuthnot & Co.
„ C. C. Hird of Messrs. Gordon, Woodroffe & Co.
„ V. G. Lynn of Messrs. Best & Co.
„ J. Whitson of Messrs. Wilson & Co.

Elected by the Trades Association.

Mr. R. Harper of Messrs. Oakes & Co., Ld.

3. The Bengal Chamber of Commerce and the Calcutta Trades Association had expressed a desire to send representatives to serve on the Committee. In order to give them plenty of time they were informed that the Committee would meet about the middle of April. On the 6th April the Secretaries of these two bodies wired in reply to telegraphic enquiries, that neither could depute a representative to attend the Committee; but the Secretary of the Trades Association forwarded a printed letter embodying the views of the members, and the suggestions made by that Association have been considered.

4. With reference to the suggestions made by Government, the Committee considers—

Paragraph 14 of G.O., No. 993.—(1) Explosives of classes 2 to 5 intended for discharge or shipment at Madras should be landed or shipped outside the harbour; but as regards explosives of class 6 (Ammunition class) charged with explosives of classes 2 to 5, the Committee is of opinion that no restrictions need be imposed, and that all the three divisions of the Ammunition class should be permitted to be landed and shipped inside the harbour.

The Committee discussed the suggestion of Government at length at three meetings and finally concluded that explosives ranking under Division 1 of the Ammunition class are quite safe, that under ordinary circumstances an explosion is not likely to take place in explosives falling under Division 2, while as regards Division 3 it is considered that detonators, which are shipped as ordinary cargo, are quite safe, and that the cartridges and fuzes mentioned in this division appear to be obsolete with the exception of fuzes for shells in which the quantity of the explosive used is inconsiderable.

(2) This suggestion has been adopted; explosives not absolutely excluded from the harbour, but which may not be landed or shipped inside the harbour, may be admitted to the harbour, provided that they are contained in a properly-constructed magazine and that such magazine remains closed. The practical effect of this is that dynamite and other allied explosives of class 3 intended for Calcutta may remain on board inside the harbour as long as the magazine is kept shut, instead of being discharged outside and re-shipped as at [illegible]sent.

(3) The Committee is of opinion that ex[illegible]classes 2, 4, 5 and 7, Division 1, should be absolutely excluded from the harbour notw[illegible]ing any practice which may exist to the contrary at other ports. They are carried by steamers in very small quantities if at all, and should not remain on board any vessel working cargo.

Paragraph 2 of letter from the Government of India, printed in G.O., No. 340, Marine, dated 19th April 1899.—With regard to rule (*c*) as previously revised, and the suggestion of the Government of India that it would "meet the requirements of the case if the 100 lb. limit which is fixed in the same rule for explosives of class 6, Ammunition class, were adopted for gunpowder," the Committee is of opinion that in view of the representations made by the Calcutta firms interested, and by the Madras Trades Association through its representative, a limit of 100 lb. would be quite inadequate to meet the requirements of trade, much less the requirements of Government, and has, therefore, after careful consideration, fixed the quantity of gunpowder which may be shipped or discharged inside the harbour at 6,000 lb. The Government of India appears to be misinformed as to the ordinary weight of a barrel of gunpowder, which the Committee understands is frequently 120 lb. It is expected that the limit fixed will, as a rule, fully meet the requirements of Government, as well as of the Mercantile firms interested. Larger quantities of gunpowder should be landed or shipped outside the harbour. No limit has been fixed as to the quantity of gunpowder which may be brought inside the harbour, if secured in a properly constructed magazine.

5. The following draft amended rules for the landing and shipping of explosives at Madras have been drawn up by us.

APPENDIX I.

Explosive Rules.

The rules to regulate the transport of explosives, made by the Governor-General in Council and published under Government of India Notification No. 1417, dated the 24th June 1887, and printed as an appendix hereto, shall, subject to the following rules, apply to the transport of explosives within the limits of the port of Madras:—

Rule (*a*).—The master of any vessel arriving at the port of Madras with explosives exceeding 100 lb. in weight on board as cargo shall give notice thereof to the Pilot or Harbour Master, who shall come on board such vessel, immediately on his boarding.

Rule (*b*).—The agents of any vessel expected to arrive at the port of Madras and known to have explosives exceeding 100 lb. in weight on board as cargo, and the consignee or consignees of, and other person or persons interested in, such explosives so expected to arrive by any vessel at the port, shall give notice of the fact of such explosives being on board such vessel to the Chairman of the Harbour Trust Board not less than 48 hours before the arrival of such vessel, and the agents or consignor or consignors or other person or persons interested in any explosives exceeding 100 lb. in weight intended to be shipped as cargo on board any vessel in the port of Madras shall give a like notice of his or their intention to ship such explosives by such vessel 48 hours before any such explosives shall be shipped. Every such notice shall be in writing and shall contain a statement showing the quantities and nature of the explosives to be landed at, or shipped from, Madras, and of those intended for other ports or, as the case may be, of the port or ports for which any such explosives may be shipped. Upon receipt of any such notice, the Chairman of the Harbour Trust Board shall depute an officer to take charge of such explosives where they are landed, and until they shall have been removed from the Board's premises for deposit in the magazine on shore appointed for that purpose; or in cases where explosives are to be exported, until they shall have been shipped to the vessel named in such notice.

Rule (*c*).—(i) Every vessel entering the Port of Madras having on board explosives shall, unless otherwise provided in this rule, proceed to a distance of not less than 1 mile north of the harbour and there anchor at least half a mile off shore.

(ii) No vessel with explosives on board other than safety cartridges, safety fuzes or class 7, Division 2, manufactured fireworks, shall enter the harbour unless such explosives are contained in a magazine which has been passed by the Board of Trade, or approved under rule (*e*).

(iii) Vessels having on board explosives of the following classes shall be excluded from the harbour:—

Class 2, Nitrate-mixture class.
" 4, Chlorate-mixture class.
" 5, Fulminate class.
" 7, Division 1, Firework composition.

(iv) Vessels having on board explosives of class 3, Nitro-compound class, may be admitted to the harbour, provided that such explosives are contained in a magazine passed by the Board of Trade or approved under rule (*e*), which magazine shall remain closed while the vessel is inside the harbour.

(v) The following explosives intended for discharge or shipment at Madras shall be landed or shipped outside the harbour:—

Class 1, Gunpowder class, in excess of 6,000 lb. in weight.
" 2, Nitrate-mixture class.
" 3, Nitro-compound class, Division 1.
Nitro-compound class, Division 2, except gun-cotton wet, cordite, Schultz's, E.C. powder, and other sporting explosives, in tins not exceeding 5 lb. in weight each.
" 4, Chlorate-mixture class.
" 5, Fulminate class.
" 7, Firework class, Division 1.

(vi) The following explosives may be discharged or shipped inside the harbour:—

Class 1, Gunpowder class, not exceeding 6,000 lb. in weight.
" 3, Gun-cotton wet, cordite, Schultz's, E.C. powder, and other sporting explosives of this class, in tins not exceeding 5 lb. in weight each.
" 6, Ammunition class.
" 7, Division 2, manufactured fireworks.

Whilst any explosives remain on board any vessel, a red flag shall be 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. The master or chief officer shall remain on board until the explosives intended for Madras have been discharged.

Rule (*d*).—The master of every vessel receiving or discharging any explosives shall see that the platform in the vessel's hold to be used in receiving or delivering such explosives and the gangways and combings of the hatchways of such vessel are covered with tanned hides or other suitable paddings; that the barrels or boxes containing any such explosives and received on board any such vessel are carefully stowed therein; that the hatches of such vessels are properly secured and locked; and that the key of the magazine in which any such explosives may be stowed remains in his own possession. All persons concerned in the handling, or in supervising the handling, of any such barrels or boxes of explosives, shall wear suitable shoes without any metal nails or other metal in or upon them or shall wear no shoes.

Rule (*e*).—No vessel having on board explosives exceeding 100 lb. in weight other than safety cartridges, safety fuzes and manufactured fireworks shall enter the Madras Harbour unless such explosives are secured in a properly-constructed magazine passed by the Board of Trade or approved of by the Deputy Conservator of the Port or other officer deputed by him to inspect it.

Rule (*f*).—Barges, lighters and boats about to be used for the transport of any explosives shall be kept scrupulously clean and free from loose explosives, and shall not when at anchor with explosives on board lie closer than one cable's length or 200 yards from any of the shipping in the port or from any public landing place, and all explosives in any such barges, lighters or boats shall be securely covered with tarpaulins. Whilst any such explosives shall remain on board, a red flag shall be kept 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 abovementioned lights. The tindal and at least half of the crew of every such barge, lighter or boat shall remain on board until all the explosives are discharged.

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 to approach the shore are received from the officer directing the landing. Such landing 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. At the bay, not more than two boats shall unload simultaneously, but beyond the north end of the revetment four boats may do so.

Rule (*h*).—Explosives which may be landed or shipped inside the harbour under rule (*c*) (vi) 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 discharged from a vessel lying at the ordinary moorings within the harbour. Such shipment or discharge 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 carrying such explosives has come alongside, and no cargo boat or other vessel having fire on board shall be allowed to lie nearer than one cable's length or 200 yards of such vessel during the time that any explosives are being shipped on board the same. All other cargo work on board shall be stopped while such shipment or discharge is taking place.

Rule (*i*).—When explosives (other than those mentioned in class 6, and Division 2, class 7, of the rules made by the Governor-General in Council under section 5 of the Indian Explosives Act, 1884) are shipped or discharged within the Madras port limits, the smoking of tobacco on board the vessel on which they are being shipped or from which they are being discharged shall be prohibited, and all fires and lights on board shall be extinguished before the barge, lighter or boat bringing such explosives for shipment or receiving such explosives to be landed shall come alongside of such vessel. In the case of a steamer, should it be necessary that the fires in her engine-room should remain lighted, the barge, lighter or boat so bringing or receiving such explosives shall be placed to the windward of the steamer's funnel, and in the event of the steamer swinging, such explosives are to be covered with tarpaulins until such barge, lighter or boat is removed to a safe and proper position. No explosives other than those mentioned in the above two classes shall be discharged from a ship or shipped from the shore before 6–30 A.M. or after 4 P.M.

Rule (*j*).—The Chairman of the Harbour Trust Board, or any other person he may depute to act on his behalf, may from time to time prohibit the shipping or discharge of explosives of any kind whatever within the Madras Harbour or may grant permission to ship or discharge any explosives within the harbour on such conditions as may seem expedient.

Rule (*k*).—No magazine on board any vessel containing explosives other than safety fuzes, safety cartridges and caps shall be opened, while the 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 the vessel in opening or allowing the magazine to be opened, he shall be deemed to have contravened this rule. 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.

Rule (*l*).—If any person shall contravene any of the foregoing rules, he shall, on conviction, be punished with fine which may extend to one thousand rupees.

REMARKS.

The rules to regulate the transport of explosives made by the Governor-General in Council are applicable within the limits of the port of Madras. This provision has hitherto been "Rules 1, 2, 3, 4, 5 and 7;" but the rules referred to are numbered 1 to 6; there is no rule No. 7.

Rule (*a*) remains unaltered.

The latter part of rule (*b*) at present provides that the Chairman shall depute an officer to remain on board in charge of explosives. The Harbour Trust, as a corporate body under Act II of 1886, has no authority afloat even inside the harbour, so far as shipping is concerned. The concluding portion of this rule has been amended as follows: Upon receipt of any such notice, the Chairman of the Harbour Trust Board shall depute an officer to take charge of such explosives where they are landed, and until they shall have been removed from the Board's premises for deposit in the magazine on shore appointed for that purpose; or in cases where explosives are to be exported, until they shall have been shipped to the vessel named in such notice.

The Harbour Board as Conservator of the Port exercises authority afloat through its Executive officer, the Deputy Conservator, and the Preventive officer who boards the ship with authority from the Collector of Sea Customs will, in connection with the rules regarding explosives, be placed under the orders of the Deputy Conservator.

Rule (*c*) has been completely recast; and now provides under six sub-heads for the procedure to be followed with all classes of explosives brought within port limits.

(i) This is a portion of the old rule.

(ii) Safety cartridges, safety fuzes, and manufactured fireworks are now carried as ordinary cargo.

(iii) & (iv) The alterations are explained above.

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(v) & (vi) Gunpowder may at present be shipped or discharged *inside the harbour* any quantity. A limit of 6,000 lb. has been imposed. Wet gun cotton, cordite, and the ordina smokeless sporting gunpowders packed in small tins are considered to be no more dangerous gunpowder.

Rule (*d*) has been simplified by the omission *from it of the paragraph which provides that* the shipping or discharging of explosives, tanned hides or wadmiltilts, and cushions properly stuffed and covered with leather, shall be used. No trading steamer carries such appliances, and portion of *rule* (*d*) has always been a dead letter, because it could not be enforced.

Rule (*e*).—An exception has been made in favour of safety cartridges, safety fuzes, and manufactured fireworks. Safety fuzes and Chinese crackers are treated as ordinary cargo on board the steamers which carry them.

Rule (*f*).—The alterations proposed in this rule, as printed in italics on page 2 of Appendix G.O., No. 993, Marine, have been adopted, with the exception of a few verbal changes.

Rule (*g*).—It has been found that the limit of two boats unloading at one time when ships are landing dynamite outside the harbour considerably delays the discharge; but there is only room for two boats in the small bay to the north of the old revetment. Beyond the extended revetment there is ample space on a sandy beach for a greater number of boats to discharge at one time. The limit there has therefore been raised to four boats which should enable a vessel to discharge in half the time now occupied in unloading dynamite and allied explosives.

Rule (*h*).—This, as now amended, provides certain conditions under which explosives — which may be landed or shipped inside the harbour under rule (*c*) (vi) — shall be handled; and an important addition has been made, *viz.*, "that all other cargo work on board shall be stopped while shipment or discharge of explosives is taking place."

The provision that the Chairman of the Harbour Trust Board shall grant permission to land or ship only on production of the required special permit from the Collector of Sea Customs has been omitted. This is a detail of departmental procedure which the officer holding the dual appointment can deal with, and is superfluous in a rule for the landing and shipping of explosives.

Rule (*i*) remains unaltered.

Rule (*j*).—The proposed addition giving the Chairman of the Harbour Trust Board power to depute a person to act on his behalf has been approved and adopted.

Rule (*k*) remains unaltered; as also rule (*l*) providing the penalty which may extend to Rs. 1,000 for contravention of any of the rules.

From HERBERT BRADLEY, Esq., I.C.S., Chairman, Harbour Trust Board, Madras, to the Secretary to Government, Marine Department, dated 4th July 1899, No. 23/12.

I have the honour to acknowledge the receipt of your Reference, No. 273 E., dated 6th June 1899, and to submit herewith a further report, dated 22nd June, of the members of the Explosives Committee appointed under G.O., No. 993, Marine, dated 29th November 1898.

ENCLOSURE.

Report of the Committee appointed under G.O., No 993, Marine, dated 29th November 1898, to consider the rules in force at the port of Madras relating to the landing and shipping of explosives within port limits.

Read memorandum from the Secretary to Government, Marine Department, No. 270 E., dated 6th June 1899, forwarding for consideration a revised draft of rules drawn up in the Secretariat.

Report of Committee.

The Committee regrets its inability to accept the draft rules drawn up in the Secretariat. They do not, as supposed by Government, fully meet the recommendations of the Committee, in fact, if adopted, they will be far from effecting the objects aimed at.

2. With regard to rules (*a*) and (*b*), the Committee accepts the amendment proposed by Government. It was originally intended not to make the rules apply at all to small quantities of explosives. Under the old rules 100 lb. was adopted. The Committee, however, would now propose to adopt 25 lb. to enable small samples of any kind of explosives to enter the harbour. This has been done by an addition to rule (*c*).

3. *Rule* (*c*) (i).—The Committee respectfully protests against the use of the expression "vessels carrying safety cartridges, &c., intended for discharge *or shipment* at Madras, can enter." It is obvious that a vessel entering the harbour cannot be carrying explosives intended for shipment at Madras. The Committee would therefore propose the omission of the words "or shipment."

4. *Rule* (*c*) (ii).—For the above reason the words "or shipment" must be omitted. Under class 3 the Committee would insert the word "and" after "Schultz's" and the word "powder" after E.C. To meet the objection contained in the note attached to the Government draft rules, the Committee would add after "ammunition class" "except cartridges and charges for blasting other than detonators containing explosives of classes 3, 4 or 5."

5. The Committee would submit that the Government draft does not provide for discharging explosives within the harbour. It merely permits ships carrying explosives to enter the harbour. It would therefore be necessary to add at the foot of rule (ii). "The explosives mentioned in rules (i) and (ii) may be discharged within the harbour."

6. *Rule* (*c*) (iii).—Government appears to have misunderstood the intentions of the Committee. The Government draft permits explosives of the classes mentioned in this rule to enter the harbour only if they are intended for ports other than Madras. But the Committee cannot see why this distinction is necessary. If explosives intended for other ports are safe within the harbour, explosives intended for Madras are equally safe, and the Committee's proposals were meant to allow ships containing explosives of these classes intended for Madras and other ports to enter the harbour. After discharging all their ordinary cargo, they would proceed to the northern anchorage, discharge their explosives intended for Madras and at once clear for the other ports. Under the Government draft rules it would be necessary for them first to anchor at the northern anchorage and discharge their explosives intended for Madras, and then enter the harbour to discharge their ordinary cargo. This course might cause considerable delay to a vessel especially if she arrived in the evening.

The Committee therefore proposes to omit from rule (*c*) (iii) the words "intended for discharge or shipment elsewhere than in Madras."

7. *Rule* (*c*) (iv).—For the reasons given in the last paragraph, it was not intended to absolutely exclude from the harbour gunpowder exceeding 6,000 lb. in weight or the nitro compound explosives intended for discharge or shipment at Madras. As long as the magazine is closed, while the vessel is in the harbour under rule (iii), there is no objection to the vessels entering the harbour.

The Committee therefore proposes to revise this rule as follows :—

Omit "are absolutely excluded from the Madras Harbour."
After "given" add "intended for discharge at Madras."
After "proceed" add "before discharging."
Omit "before the vessels will be permitted to enter the harbour. Explosives excluded, under this rule, are the following":—

Omit "(*a*) If intended for discharge or shipment at Madras."
Again omit "(*b*) If intended for discharge or shipment at Madras or elsewhere," and substitute.

(*c*) "(v) The following explosives are absolutely excluded from the harbour."

8. It will be noticed that the above rules refer only to discharge of explosives. It is necessary to provide for shipping within the harbour, and the Committee would propose to do this, and to provide for the case of vessels carrying very small quantities of explosives, as samples or otherwise by adding two more clauses :—

(*c*) (vi) Nothing in this rule shall apply to a vessel carrying less than 25 lb. in all of explosives.

(*c*) (vii) The portions of the above clauses relating to the discharge of explosives apply *mutatis mutandis* to the shipment of explosives at Madras.

9. The remainder of the rules, as revised by Government, are accepted by the Committee.

10. The Committee would, however, submit that the Government draft rules, as now revised, are in no respect simpler than the draft submitted by it, and would prefer to retain its original draft with the following alterations :—

In rules (*a*) and (*b*) omit "exceeding 100 lb. in weight."
In rule (*c*) (vi), after "6, ammunition class" add "except cartridges and charges for blasting other than detonators containing explosives of classes 3, 4 or 5."
At the end of rule (*c*) add—

"(vii) Nothing in this rule shall apply to any vessel carrying less than 25 lb. in all of explosives."

(v) & (vi) Gunpowder may at present be shipped or discharged inside the harbour in ny quantity. A limit of 6,000 lb. has been imposed. Wet gun cotton, cordite, and the ordinary mokeless sporting gunpowders packed in small tins are considered to be no more dangerous than gunpowder.

Rule (*d*) has been simplified by the omission from it of the paragraph which provides that in the shipping or discharging of explosives, tanned hides or wadmiltilts, and cushions properly stuffed and covered with leather, shall be used. No trading steamer carries such appliances, and this portion of *rule* (*d*) has always been a dead letter, because it could not be enforced.

Rule (*e*).—An exception has been made in favour of safety cartridges, safety fuzes, and manufactured fireworks. Safety fuzes and Chinese crackers are treated as ordinary cargo on board those steamers which carry them.

Rule (*f*).—The alterations proposed in this rule, as printed in italics on page 2 of Appendix to G.O., No. 993, Marine, have been adopted, with the exception of a few verbal changes.

Rule (*g*).—It has been found that the limit of two boats unloading at one time when ships are landing dynamite outside the harbour considerably delays the discharge; but there is only room for two boats in the small bay to the north of the old revetment. Beyond the extended revetment there is ample space on a sandy beach for a greater number of boats to discharge at one time. The limit there has therefore been raised to four boats which should enable a vessel to discharge in half the time now occupied in unloading dynamite and allied explosives.

Rule (*h*).—This, as now amended, provides certain conditions under which explosives — which may be landed or shipped inside the harbour under rule (*c*) (vi) — shall be handled; and an important addition has been made, *viz.*, "that all other cargo work on board shall be stopped while shipment or discharge of explosives is taking place."

The provision that the Chairman of the Harbour Trust Board shall grant permission to land or ship only on production of the required special permit from the Collector of Sea Customs has been omitted. This is a detail of departmental procedure which the officer holding the dual appointment can deal with, and is superfluous in a rule for the landing and shipping of explosives.

Rule (*i*) remains unaltered.

Rule (*j*).—The proposed addition giving the Chairman of the Harbour Trust Board power to depute a person to act on his behalf has been approved and adopted.

Rule (*k*) remains unaltered; as also rule (*l*) providing the penalty which may extend to Rs. 1,000 for contravention of any of the rules.

From HERBERT BRADLEY, Esq., I.C.S., Chairman, Harbour Trust Board, Madras, to the Secretary to Government, Marine Department, dated 4th July 1899, No. 23/12.

I have the honour to acknowledge the receipt of your Reference, No. 273 E., dated 6th June 1899, and to submit herewith a further report, dated 22nd June, of the members of the Explosives Committee appointed under G.O., No. 993, Marine, dated 29th November 1898.

ENCLOSURE.

Report of the Committee appointed under G.O., No. 993, Marine, dated 29th November 1898, to consider the rules in force at the port of Madras relating to the landing and shipping of explosives within port limits.

Read memorandum from the Secretary to Government, Marine Department, No. 270 E., dated 6th June 1899, forwarding for consideration a revised draft of rules drawn up in the Secretariat.

Report of Committee.

The Committee regrets its inability to accept the draft rules drawn up in the Secretariat. They do not, as supposed by Government, fully meet the recommendations of the Committee, in fact, if adopted, they will be far from effecting the objects aimed at.

2. With regard to rules (*a*) and (*b*), the Committee accepts the amendment proposed by Government. It was originally intended not to make the rules apply at all to small quantities of explosives. Under the old rules 100 lb. was adopted. The Committee, however, would now propose to adopt 25 lb. to enable small samples of any kind of explosives to enter the harbour. This has been done by an addition to rule (*c*).

3. *Rule* (*c*) (i).—The Committee respectfully protestsagainst the use of the expression "vessels carrying safety cartridges, &c., intended for discharge *or shipment* at Madras, can enter." It is obvious that a vessel entering the harbour cannot be carrying explosives intended for shipment at Madras. The Committee would therefore propose the omission of the words "or shipment."

4. *Rule* (*c*) (ii).—For the above reason the words "or shipment" must be omitted. Under class 3 the Committee would insert the word "and" after "Schultz's" and the word "powder" after E.C. To meet the objection contained in the note attached to the Government draft rules, the Committee would add after "ammunition class" "except cartridges and charges for blasting other than detonators containing explosives of classes 3, 4 or 5."

5. The Committee would submit that the Government draft does not provide for discharging explosives within the harbour. It merely permits ships carrying explosives to enter the harbour. It would therefore be necessary to add at the foot of rule (ii). "The explosives mentioned in rules (i) and (ii) may be discharged within the harbour."

6. *Rule* (*c*) (iii).—Government appears to have misunderstood the intentions of the Committee. The Government draft permits explosives of the classes mentioned in this rule to enter the harbour only if they are intended for ports other than Madras. But the Committee cannot see why this distinction is necessary. If explosives intended for other ports are safe within the harbour, explosives intended for Madras are equally safe, and the Committee's proposals were meant to allow ships containing explosives of these classes intended for Madras and other ports to enter the harbour. After discharging all their ordinary cargo, they would proceed to the northern anchorage, discharge their explosives intended for Madras and at once clear for the other ports. Under the Government draft rules it would be necessary for them first to anchor at the northern anchorage and discharge their explosives intended for Madras, and then enter the harbour to discharge their ordinary cargo. This course might cause considerable delay to a vessel especially if she arrived in the evening.

The Committee therefore proposes to omit from rule (*c*) (iii) the words "intended for discharge or shipment elsewhere than in Madras."

7. *Rule* (*c*) (iv).—For the reasons given in the last paragraph, it was not intended to absolutely exclude from the harbour gunpowder exceeding 6,000 lb. in weight or the nitro compound explosives intended for discharge or shipment at Madras. As long as the magazine is closed, while the vessel is in the harbour under rule (iii), there is no objection to the vessels entering the harbour.

The Committee therefore proposes to revise this rule as follows :—

Omit "are absolutely excluded from the Madras Harbour."
After "given" add "intended for discharge at Madras."
After "proceed" add "before discharging."
Omit "before the vessels will be permitted to enter the harbour. Explosives excluded, under this rule, are the following":—

Omit "(*a*) If intended for discharge or shipment at Madras."
Again omit "(*b*) If intended for discharge or shipment at Madras or elsewhere," and substitute.

(*c*) "(v) The following explosives are absolutely excluded from the harbour."

8. It will be noticed that the above rules refer only to discharge of explosives. It is necessary to provide for shipping within the harbour, and the Committee would propose to do this, and to provide for the case of vessels carrying very small quantities of explosives, as samples or otherwise by adding two more clauses :—

(*c*) (vi) Nothing in this rule shall apply to a vessel carrying less than 25 lb. in all of explosives.

(*c*) (vii) The portions of the above clauses relating to the discharge of explosives apply *mutatis mutandis* to the shipment of explosives at Madras.

9. The remainder of the rules, as revised by Government, are accepted by the Committee.

10. The Committee would, however, submit that the Government draft rules, as now revised, are in no respect simpler than the draft submitted by it, and would prefer to retain its original draft with the following alterations :—

In rules (*a*) and (*b*) omit "exceeding 100 lb. in weight."
In rule (*c*) (vi), after "6, ammunition class" add "except cartridges and charges for blasting other than detonators containing explosives of classes 3, 4 or 5."
At the end of rule (*c*) add—

"(vii) Nothing in this rule shall apply to any vessel carrying less than 25 lb. in all of explosives."

From HERBERT BRADLEY, Esq., I.C.S., Chairman, Harbour Trust Board, Madras, to the Secretary to Government, Marine Department, dated 11th August 1899, No. 23/13.

I have the honour to return the draft explosive rules (*c*), forwarded to me with your unofficial memorandum No. 411 E., dated the 5th August 1899, and to inform you that the Members of the Explosives Committee accept them with the following alteration:—

In rule (*h*) for rule (*c*) (vi) read (*c*) (ii).

ORDER—No. 834, Marine, dated 6th September 1899.

The following arrangements exist in the port of Madras for dealing with explosives:

A. *Absolutely excluded from the Harbour, even though secured in a magazine and intended for ports onwards*—

- (i) Explosives of classes 2 to 5.
- (ii) Class 6 (ammunition) charged with or containing explosives of classes 2 to 5 in excess of 100 lb.
- (iii) Class 7, division 1 (firework composition).

Note.—A vessel carrying any of these prohibited explosives is to discharge them outside the harbour before entering; and, if intended for onward ports, to reship them before leaving.

B.—Allowed freely inside the Harbour—

- (i) Class 1 (gunpowder).
- (ii) Class 6 (ammunition) charged with or containing explosives of classes 2 to 5, if *not* in excess of 100 lb.
- (iii) Class 6 (ammunition), divisions other than those containing explosives of classes 2 to 5.
- (iv) Class 7, division 2 (manufactured firework).

C.—Admitted inside the Harbour if secured in magazines—

All classes of explosives specified under *B* above, when in excess of 100 lb. There is, however, an exception as regards (ii), class 6. Quantities of this class in excess of 100 lb. are absolutely excluded—*vide A* (ii).

2. Though the rules regarding the exclusion of explosives shown as *A* (i) were in existence* from 1894 and had been duly communicated to shipping agents, their effect was not clearly apprehended by them; for when the "city of Dublin" was, in May 1898, compelled to discharge outside the harbour explosives of class 3 (smokeless powder), *A* (i), which she was carrying for Calcutta, the local agents complained of the exclusion to their principals in London. The agents in Calcutta also called the attention of the Madras Government to the inconvenience of the rules, the effect of which had only then become apparent to them.

* G.O., No. 232, Marine, dated 16th June 1894.

3. In June 1898, it was proposed to the Government of India, on the motion of the Harbour Trust Board, to restrict the admission, inside the harbour, of class 1 (gunpowder) to 560 lb. In July of the same year, the Inspector-General of Ordnance proposed that small arm safety cartridges (class 6, division 1, ammunition charged with explosives of classes 2 to 5) should be allowed free access to the harbour. As regards the restriction of gunpowder to 560 lb., the Chairman, Harbour Trust Board, subsequently discovered that the proposed limit would practically exclude all gunpowder intended for Madras, as almost all consignments were in excess of 560 lb.

4. On a review of these practical difficulties, the Government considered it expedient to convene a committee to discuss and advise on the whole question. This Committee was made as widely representative as possible and was composed as follows:

President:

The Chairman, Harbour Trust Board.

Official Members:

The Presidency Port Officer.
The Ordnance Officer in charge, Madras Arsenal.

Non-Official Members:

Four members elected by the Madras Chamber of Commerce to represent the following interests:—

- (i) General Export firms in Madras,
- (ii) General Import firms in Madras,
- (iii) Steamer Companies,
- (iv) Explosives firms in Madras,

and one member elected by the Madras Trades Association.

The Bengal Chamber of Commerce and the Calcutta Trades Association were invited to take part in the deliberations of the Committee, but were unable to send representatives. The Trades Association, however, sent in a written paper.

5. The following points were suggested by Government for the consideration of the Committee:—

- (1) If explosives of classes 2 to 5 and of class 6 charged with or containing explosives of classes 2 to 5, with the exception of "safety cartridges," are on board, the magazine containing them should be kept closed while the vessel is in the harbour.
- (2) A vessel containing such explosives consigned both to Madras and Calcutta would then have to land so much as was intended for Madras outside the harbour and close the magazine before such vessel could enter the harbour.
- (3) Whether the practice at Colombo, where explosives of all classes and in any quantity are admitted inside the harbour, provided they are secured in properly-constructed magazines, might be adopted.

The following questions were subsequently referred to the Committee:—

- (4) Whether, as suggested by the Government of India, gunpowder should not be limited to 100 lb.
- (5) Whether wet gun cotton (class 3) should be freely admitted.

6. The report of the Committee has now been received. Their recommendations are contained in the first two letters printed above, and will be found summarised in rule (*c*) as revised in the Secretariat.

7. The rules, as thus revised, are approved and will be forwarded to the Government of India for sanction under section 5 (1) of Act IV of 1884.

8. 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 revised rules for regulating the discharge and shipment of explosives in the port of Madras are published for the information of persons likely to be affected thereby, and notice is hereby given that these revised rules will be taken into consideration on or after the first day of January 1900.

Rules.

The rules to regulate the transport of explosives, made by the Governor-General in Council and published under Government of India Notification No. 1393, dated the 8th July 1897, shall, subject to the following rules, apply to the transport of explosives within the limits of the port of Madras:—

Rule (*a*).—The master of any vessel arriving at the port of Madras with explosives on board as cargo shall give notice thereof to the Pilot or Harbour Master, who shall come on board such vessel, immediately on his boarding.

Rule (*b*).—The agents of any vessel expected to arrive at the port of Madras and known to have explosives on board as cargo, and the consignee or consignees of, and other person or persons interested in, such explosives so expected to arrive by any vessel at the port, shall give notice of the fact of such explosives being on board such vessel to the Chairman of the Harbour Trust Board not less than 48 hours before the arrival of such vessel, and the agents or consignor or consignors or other person or persons interested in any explosives intended to be shipped as cargo on board any vessel in the port of Madras shall give a like notice of his or their intention to ship such explosives by such vessel 48 hours before any such explosives shall be shipped. Every such notice shall be in writing and shall contain a statement showing the quantities and nature of the explosives to be landed at, or shipped from, Madras, and of those intended for other ports or, as the case may be, of the port or ports for which any such explosives may be shipped. Upon receipt of any such notice, the Chairman of the Harbour Trust Board shall depute an officer to take charge of such explosives where they are landed, and until they shall have been removed from the Board's premises for deposit in the magazine on shore appointed for that purpose; or in cases where explosives are to be exported, until they shall have been shipped to the vessel named in such notice.

Rule (*c*).—(i) Vessels carrying safety cartridges, safety fuzes, or manufactured fireworks in any quantity intended for discharge at Madras or elsewhere can enter the Madras Harbour without restriction.

(ii) Vessels carrying explosives of the following classes, intended for discharge at Madras, can enter the Madras Harbour, provided that such explosives are contained in a properly constructed magazine passed by the Board of Trade, or approved by the Deputy Conservator of the Port of Madras or other officer deputed by him to inspect it:—

Class 1, Gunpowder class, not exceeding 6,000 lb. in weight.
,, 3, Guncotton wet, cordite, Schultz's and E.C. powder, and other sporting explosives of this class, in tins not exceeding 5 lb. in weight each.
,, 6, Ammunition class, except cartridges and charges for blasting other than detonators containing explosives of classes 3, 4 or 5.
(Safety cartridges and safety fuzes coming under this class need not be in a magazine — *vide* clause (i) of rule (*c*) above.)

Note.—The explosives mentioned in rules (i) and (ii) may be discharged, shipped or transhipped within the harbour.

(iii) Vessels, carrying explosives of the following classes intended for discharge at Madras, may enter the Madras Harbour, provided that such explosives are contained in a properly constructed magazine passed by the Board of Trade, or approved by the Deputy Conservator of the Port of Madras, or other officer deputed by him to inspect it, and provided that such magazine is kept closed while the vessel is inside the harbour:—

Class 1, Gunpowder class, exceeding 6,000 lb. in weight.
,, 3, Nitro-compound class, Division 1.
,, 3, Division 2, except gun-cotton wet, cordite, Schultz's and E.C. powder, and other sporting explosives of this class in tins not exceeding 5 lb. in weight each.
,, 6, So far as regards cartridges and charges for blasting other than detonators containing explosives of classes 3, 4 or 5.

(iv) The following explosives are absolutely excluded from the harbour:—

Class 2, Nitrate-mixture class.
,, 4, Chlorate-mixture class.
,, 5, Fulminate class.
,, 6, Firework class, Division 1.

Note.—The explosives referred to in rule (*c*) (iii) and (*c*) (iv) must be discharged, shipped or transhipped outside the harbour at a point which shall be not less than one mile north of the harbour and half a mile from shore.

(v) Vessels carrying explosives of the following classes intended for discharge elsewhere than at Madras, may enter the Madras Harbour, provided that such explosives are contained in a properly-constructed magazine passed by the Board of Trade or approved by the Deputy Conservator of the Port of Madras or other officer deputed by him to inspect it, and provided that such magazine is kept closed while the vessel is inside the harbour:—

Class 1, Gunpowder class.
,, 3, Nitro-compound class.
,, 6, Ammunition class.

(vi) Nothing in this rule shall apply to a vessel carrying less than 25 lb. in all of explosives.

Rule (*d*).—Whilst any explosives remain on board any vessel, at the port of Madras, whether outside or inside the harbour, a red flag shall be kept flying at the foremast head between sunrise and sunset and [illegible] one red light at the ensign staff or peak in addition to the usual anchor light

between sunset and sunrise. The master or chief officer shall remain on board until the explosives intended for Madras have been discharged.

Rule (*e*).—The master of every vessel receiving or discharging any explosives shall see that the platform in the vessel's hold to be used in receiving or delivering such explosives and the gangways and combings of the hatchways of such vessel are covered with tanned hides or other suitable paddings; that the barrels or boxes containing any such explosives and received on board any such vessel are carefully stowed therein; that the hatches of such vessels are properly secured and locked, and that the key of the magazine in which any such explosives may be stowed remains in his own possession. All persons concerned in the handling, or in supervising the handling, of any such barrels or boxes of explosives, shall wear suitable shoes without any metal nails or other metal in or upon them or shall wear no shoes.

Rule (*f*).—Barges, lighters and boats about to be used for the transport of any explosives shall be kept scrupulously clean and free fron loose explosives, and shall not when at anchor with explosives on board lie closer than one cable's length or 200 yards from any of the shipping in the port or from any public landing place, and all explosives in any such barges, lighters or boats shall be securely covered with tarpaulins. Whilst any such explosives shall remain on board, a red flag shall be kept 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 abovementioned lights. The tindal and at least half of the crew of every such barge lighter or boat shall remain on board until all the explosives are discharged.

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 to approach the shore are received from the officer directing the landing. Such landing 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. At the bay, not more than two boats shall unload simultaneously, but beyond the north end of the revetment four boats may do so.

Rule (*h*).—Explosives which may be landed or shipped inside the harbour under rule (*c*) (ii) 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 discharged from a vessel lying at the ordinary moorings within the harbour. Such shipment or discharge 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 carrying such explosives has come alongside, and no cargo boat or other vessel having fire on board shall be allowed to lie nearer than one cable's length or 200 yards of such vessel during the time that any explosives are being shipped on board the same. All other cargo work on board shall be stopped while such shipment or discharge is taking place.

Rule (*i*).—When explosives (other than those mentioned in class 6, and division 2, class 7, of the rules made by the Governor-General in Council under section 5 of the Indian Explosives Act, 1884), are shipped or discharged within the Madras port limits, the smoking of tobacco on board the vessel on which they are being shipped or from which they are being discharged shall be prohibited, and all fires and lights on board shall be extinguished before the barge lighter or boat bringing such explosives for shipment or receiving such explosives to be landed shall come alongside of such vessel. In the case of a steamer, should it be necessary that the fires in her engine-room should remain lighted, the barge, lighter or boat so bringing or receiving such explosives shall be placed to the windward of the steamer's funnel, and in the event of the steamer swinging, such explosives are to be covered with tarpaulins until such barge, lighter or boat is removed to a safe and proper position. No explosives other than those mentioned in the above two classes shall be discharged from a ship or shipped from the shore before 6–30 A.M. or after 4 P.M.

Rule (*j*).—The Chairman of the Harbour Trust Board, or any other person he may depute to act on his behalf, may from time to time prohibit the shipping or discharge of explosives of any kind whatever within the Madras Harbour or may grant permission to ship or discharge any explosives within the harbour on such conditions as may seem expedient.

Rule (*k*).—No magazine on board any vessel containing explosives other than safety fuzes, safety cartridges and caps shall be opened while the 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 the vessel in opening or allowing the magazine to be opened, he shall be deemed to have contravened this rule. 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.

Rule (*l*).—If any person shall contravene any of the foregoing rules, he shall, on conviction, be punished with fine which may extend to one thousand rupees.

9. A copy of these proceedings will be communicated by the Presidency Port Officer to the Chamber of Commerce and all mercantile bodies and shipping agents in Madras.

[Here enter No. 835, Marine, dated 6th September 1899.]

(True Extract.)

(Signed) W. B. deWINTON,
Secretary to Government.

To the Presidency Port Officer.
„ Chairman, Harbour Trust Board.
„ Judicial Department.
„ Superintendent, Government Press.
„ Government of Bombay, with C.L.

Exd T. K. Narayana Aiyangar.

No 834 M

Government of Madras.

MARINE DEPARTMENT.

6-9-99

To

The SECRETARY to the
GOVERNMENT OF BOMBAY,
GENERAL DEPARTMENT.

October 1899.

Sir,

In compliance with the request contained in your letter No. 6930, 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. 834 Mar, dated 6th September 1899.

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

for M
~~Under Secretary to Government.~~

D 7/10/99

[Marine 11.
100—18-7-99.]

Print

Marine DEPARTMENT.

READ the following :—

Letter from the Chairman, Harbour Trust Board, Madras, No. $\frac{23}{8}$, d/ 12th May 1899.

——— do ——— No. $\frac{23}{12}$, d/ 4th July 1899.

——— do ——— No. $\frac{23}{13}$, d/ 11th August 1899.

14 B Rules re the Landing & Shipment of Explosives at the port of Madras

Circulated to

H. E. the Governor

The Hon. Mr. Arundel C.S.I.

The Hon. Mr. Winterbotham

A.E.H. 30.8.99

AA 3.9.99.

HW 5-9-99

2 files

ORDER. No. 834 Mar of 6-9-99

The following arrangements exist in the port of Madras for dealing with Explosives:—

A Absolutely Excluded from the Harbour, even though secured in a magazine and intended for ports onwards:—

(i) Explosives of classes 2 to 5.

(ii) Class 6 (ammunition) charged with or containing explosives of classes 2 to 5, in excess of 100 lbs.

(iii) Class 7. Division 1. (Firework Composition)

Note. A vessel carrying any of these prohibited explosives is to discharge them outside the harbour before entering, and, if intended for onward ports, to reship them before leaving.

B Allowed freely inside the Harbour.

(i) Class 1. Gunpowder

(ii)

[illegible] 24/8 R 31/8 [illegible] 4/9

[P. W. 42-A.
1,000—2-3-99.]

(ii) Class 6 (ammunition) charged with or containing explosives of classes 2 to 5, if not in excess of 100 lbs.

(iii) Class 6. (ammunition). - Divisions other than those containing Explosives of classes 2 to 5.

(iv) Class 7. - Division 2. - Manufactured firework.

C. Admitted inside the Harbour if Secured in magazines.

All classes of explosives specified under B above, when in excess of 100 lbs. There is, however, an exception as regards (ii). Class 6. Quantities of this class in excess of 100 lbs are absolutely excluded. vide A (ii).

2. Though the rules regarding the exclusion of Explosives shown as A (i) were in existence× from 1894 and had been duly communicated to Shipping Agents, their effect was not clearly apprehended by them; for when the "City of Dublin" was, in May 1898, compelled to discharge outside the harbour explosives of class 3, (Smokeless powder). A (i), which she was carrying for Calcutta, the local agents complained of the exclusion to their principals in London.

× G.O. 232 Marine, d/16 June 1894.

The

The Agents in Calcutta also called the attention of the Madras Government to the inconvenience of the rules, the effect of which had only then become apparent to them.

3. In June 1898, it was proposed to the Government of India, on the motion of the Harbour Trust Board, to restrict the admission, inside the harbour, of Class 1. Gunpowder, to 560 lbs. In July of the same year, the Inspector General of Ordnance proposed that small arm safety cartridges (class 6. Division 1, ammunition charged with Explosives of classes 2 to 5) should be allowed free access to the harbour. As regards the restriction of Gunpowder to 560 lbs, the Chairman, Harbour Trust Board, subsequently discovered that the proposed limit would practically exclude all Gunpowder intended for Madras, as almost all consignments were in excess of 560 lbs.

4. On a review of these practical difficulties, the Government considered it expedient to convene a Committee to discuss and advise on the whole

question. This Committee was made as widely representative as possible and was composed as follows:—

The Chairman, Harbour Trust Board,- President.

Official members.

The Presidency Port Officer

The Ordnance Officer in charge, Madras Arsenal.

Non Official members.

Four members elected by the Madras Chamber of Commerce to represent the following interests:—

i General Export firms in Madras.

ii General Import firms in Madras.

iii Steamer Companies

iv. Explosives firms in Madras,

and One member elected by the Madras Trades Association.

The Bengal Chamber of Commerce and the Calcutta Trades Association were invited to take part in the deliberations of the Committee, but were unable to send representatives. The Trades Association, however, sent in a written paper.

5. The following points were

Suggested

suggested by Government for the Consideration of the Committee:—

(1) If Explosives of classes 2 to 5 and of class 6 charged with or Containing explosives of classes 2 to 5, with the exception of "Safety cartridges", are on board, the magazine Containing them should be kept closed while the vessel is in the harbour.

(2) A vessel containing such explosives Consigned both to Madras and Calcutta would then have to land so much as was intended for Madras outside the harbour and close the magazine before such vessel could enter the harbour.

(3) Whether the practice at Colombo, where Explosives of all classes and in any quantity are admitted inside the harbour, provided they are secured in properly Constructed magazines, might be adopted.

The following questions were subsequently referred to the

Committee:—

(4) Whether, as suggested by the Government of India, Gunpowder should not be limited to 100 lbs.

(5) Whether wet Gun Cotton (class 3) should be freely admitted.

6. The report of the Committee has now been received. Their recommendations are contained in the first two letters printed above, and will be found summarised in rule (c) as revised in the Secretariat.

7. The rules as thus revised are approved and will be forwarded to the Government of India for sanction under section 5 (1) of Act IV of 1884.

8. The following notification will be published in the Fort Saint George Gazette:—

Notification.

In accordance with Section 18 (1) and (3) of Act IV of 1884, (The Indian Explosives Act), the following revised rules for regulating the discharge and shipment of Explosives in the port of Madras, are published for the information of persons likely to be affected thereby, and notice is hereby given that these revised rules will be taken into consideration on or after the 1st day of January 1900 · 1899.

(H.E. rules attached)

9. A copy of these proceedings will be communicated by the Presidency Port Officer to the Chamber of Commerce and all mercantile bodies and Shipping Agents in Madras.

L. Hell

M. F. H.

(H.E. No. 835 Marine 6.9 - 1899)

To

The Secretary to the Government of India,
Home Department,

Sir,

Adverting to the correspondence ending

17 P

7

× For orders - The sanction of the Govt. of India has to be obtained before final orders can be passed

I recommend 1st day of January 1900

L. Hell C.

M. F. H.

Appd. A.S.H. 30.8.99

28 P

To
The P.P.O
" Chn. H.T. Board.
" Judicial Deptt.
" Supdt. Govt. Press.
" Govt. of Bombay, with C.L.

D 4/11/99

D 7/10/99

A.S.H.

5.9.99

ending with Colonel Smart's letter No. 341 Marine, d/19th April 1899, I am directed to forward for the sanction of the Government of India, under section 5 (1) of the Indian Explosives Act, 1884, the draft of revised rules for regulating the discharge and shipment of Explosives in the port of Madras, contained in the accompanying copy of Proceedings No. 834 Mar d/ 6 September 1899.

2. These rules, it will be observed, are based on the recommendations of the Committee appointed by the Madras Government to consider the whole matter. The rules, as now drafted, have been very carefully considered by the Committee and by the Madras Government, and will, it is hoped, meet the requirements of trade, while insuring all reasonable precautions for the safety of life and property.

3. I am accordingly to recommend that the sanction of the Government of India may be accorded to their introduction at the port of Madras.

I have &ca.

A.E.H
30.8.99

D G P

(H. E. No. ~~18~~ 18 Marine, 6th Sept 1899)

To

The Right Hon'ble the Secretary of State
for India,

My Lord,

Adverting to the correspondence ending with Your Lordship's Despatch No. 10 Financial (Stores) dated 6th July 1899 on the subject of the landing and shipment of explosives at the port of Madras, we have now the honour to forward, for Your Lordship's information, the accompanying copy of our Proceedings No. 834, Marine, dated 6 September 1899 and of our letter to the Government of India No. 835 Marine of the

A.E.H

H.A
3.9.99.

H.D
5-9-99

………………………… DEPARTMENT.

READ the following :—

C. Ah: P.

Proposed amendments of draft Explosives Rules

~~Circulated to~~

~~FOR ORDERS~~

M

Please have these suggested rules [illegible] 29.5

The following notes and alterations of the rules are suggested.

(1) It would perhaps not be advisable to omit these words. The H. T. Board apparently wishes to have notice of the arrival of all consignments exceeding 100 lbs in weight, in order that proper arrangements for landing &c. may be made – vide rules (f) (g) (h) (i) (j) & (k) &

I think it is best to omit all reference to 100 lbs. It is a meaningless limit in view of the rules now proposed & rule (b) provides for the particulars & nature of the explosives [illegible] in advance to the [illegible]

These rules are as you say full of inconsistencies & will never do. I have drawn up the following which seem to answer the requirements – Please criticise in margin.

(1) Rule (a), & (b) Omit "exceeding 100 lb in weight" –

Note. Gunpowder (Class 1) admitted up to 600 lbs. Classes 2, 4, 5 & 7 &c. excluded in any quantity. Class 6 admitted in any quantity & Class 3 also if not intended for traders, this restriction becomes meaningless.

P. W. 43.
1,000—28 2-12.

In Rule (c) substitute the following

I. Vessels carrying safety cartridges, safety fuses, or manufactured fire-works in any quantity, intended for discharge or shipment at Madras or elsewhere can enter the Madras harbour without restriction.

II. Vessels carrying explosives of the following Classes, intended for discharge or shipment at Madras can enter the Madras harbour, provided that such explosives are contained in a properly constructed magazine passed by the Board of Trade, or approved by the Deputy Conservator of the Port of Madras, or other officer deputed by him to inspect it

Class 1. Gunpowder class. not exceeding 600 lbs in weight

~~exceeding 50 lbs in weight~~

~~vide rule (e)~~

.... DEPARTMENT.

READ the following :—

Circulated to

FOR ORDERS

this class need not be in a magazine vide Clause I of rule (c) above

This can be added [illegible] 28.V.

× 2/3 Have some misgiving abt this class. Class 2 includes cartridges for blasting, well, dynamite & all other nitro-glycerine compounds are always shipped in this form. What is to prevent its admission (i.e. practically Class 3) into the harbour in any quantity?

(2) The Committee considers that an explosive of Class 6 (Ammunition class) charged with nitro-glycerine is safe enough and that "no res-

Class 3 Gun cotton wet, cordite, Schultz, E.C. & other sporting explosives of this Class, in tins not exceeding 5 lbs in weight each.

* Class 6 Ammunition class. Safety cartridges and safety fuses coming under [illegible]

III. Vessels carrying explosives of the following classes, intended for discharge or shipment elsewhere than at Madras may enter the Madras harbour, provided that such explosives are contained in a properly constructed magazine passed by the Bd of Trade, or approved by the Deputy Conservator of the Port of Madras or other officer deputed by him to inspect it, and provided that such magazine is kept closed while the vessel is inside the harbour (but see Rule K)

Class 1 Gunpowder class ~~in quantities exceeding 100 lbs~~
— 3 Nitro compound class.
— 6 Ammunition class ~~in quantities exceeding 100 lbs~~

IV. Vessels containing explosives of all other classes than those mentioned above, or in excess of the quantities therein given are absolutely excluded from the Madras harbour & must proceed to a distance of not less than one mile north of the harbour, there anchor at least half a mile from the shore, & discharge such explosives before they will be permitted to enter the harbour.

tructions used on its wider para of the Committee's report.

I will note on this in [illegible]

I wd omit these

(4) Under the revised rules ships will have to provide themselves with two magazines, one of which must be kept absolutely closed while the other may be opened for the discharge of certain classes of explosives — i.e. if the ship carries the prohibited classes as well.

C. S.
29 May 99

The vessels

V The following explosives are absolutely excluded:—

DEPARTMENT.

READ the following:—

Circulated to

3.

FOR ORDERS

Explosives excluded under this rule are the following

(a) If intended for discharge or shipment at Madras

Class 1. Gunpowder exceeding 600 lbs in weight
Class 3. Nitro-compound class Div 1.
Do Do Div 2 except gun cotton wet, cordite, Schultz, E.C & other sporting explosives of this class in tins not exceeding 5 lbs in weight each.

(b) If intended for discharge or shipment at Madras or elsewhere.

Class 2 Nitrate mixture class
— 4 Chlorate mixture class
— 5 Fulminate class
— 7 Firework class Div 1

C. VI.
C. VII

P. W. 43.
1,000—28 2-99.

the Deputy Conservator of the Port of Madras or other officers deputed by him to inspect it, and provided that such magazine is kept closed while the vessel is inside the harbour (but see Rule K)

Class 1 Gunpowder class ~~in quantities exceeding 100 lbs~~
— 3 Nitro compound class.
— 6 Ammunition class ~~in quantities exceeding 100 lbs~~

IV. Vessels containing explosives of all other classes than those mentioned above, or in excess of the quantities therein given are absolutely excluded from the Madras harbour & must proceed to a distance of not less than one mile north of the harbour, there anchor at least half a mile from the shore, & discharge such explosives before they will be permitted to enter the harbour.

tructions need on the wider part of the Committee's report.

I will note this in margin

I wd omit these

(4) Under the revised rules ships will have to provide themselves with two magazines, one of which must be kept absolutely closed while the other may be opened for the discharge of certain classes of explosives — i.e. if the ship carries the prohibited classes as well.

C. S.
29. May 99

the vessels

.... DEPARTMENT.

READ the following:—

Circulated to

3

FOR ORDERS

The following explosives are absolutely excluded:—

Explosives excluded under this rule are the following

(a) If intended for discharge or shipment at Madras
Class 1. Gunpowder exceeding 6000 lbs in weight
Class 3. Nitro-compound class Div 1.
Do Do Div 2 except gun cotton wet, cordite Schultz, E.C & other sporting explosives of this class in tins not exceeding 5 lbs in weight each.

(b) If intended for discharge or shipment at Madras or elsewhere.
Class 2 Nitrate mixture Class
— 4 Chlorate mixture Class
— 5 Fulminate Class
— 7 Firework Class Div 1

C.VI.
C.VII

P. W. 43.
1,000—28 2-99.

Rule (d) Whilst any explosives remain on board any vessel at the port of Madras whether outside or inside the harbour, a red flag shall be kept flying at the foremast head between sunrise & sunset, & one red light at the ensign staff or peak in addition to the usual anchor light between sunset & sunrise. The Master or Chief Officer shall remain on board until the explosives intended for Madras have been discharged. —

Rule (e) omit, & call Rule (d) as framed by Committee Rule (e)

Rule (f) retain
" (g) do
" (h) do. / for (c) VI read (c) II
" (i) do
" j do
" k do
" l do.

29. 7. 99

Appendix C to the draft order submitted for approval & initials.

R. S.
25 July 99

approved

25. 7. 99

Marine DEPARTMENT.

llowing :—

bour Trust Board, Madras, 23/8 dated 12 May 1899.

RDERS

The following arrangements exist in the port of Madras for dealing with ~~arrangements for the admission~~ of Explosives ~~inside the artificial Harbour~~.

Absolutely excluded from the Harbour even though secured in a magazine and intended for ports onwards.

(i) Explosives of classes 2 to 5

(ii) Class 6 (ammunition) charged with or containing explosives of classes 2 to 5, in excess of 100 lbs.

(iii) Class 7. Division 1. (Firework Composition).

Note:- A vessel carrying any of these prohibited explosives is to discharge them outside the harbour before entering, and, if intended for onward ports, to reship them before leaving.

B. Allowed freely inside the Harbour

(i) Class 1. Gunpowder

(ii) Class 6. (ammunition) charged with

Rule (d) Whilst any explosives remain on board any vessel, whether outside or inside the harbour, a red flag shall be kept flying at the foremast head betw sunrise & sunset & one red light at the ensign staff or peak in addition to the usual anchor light between sun & sunrise. The Mast or Chief Officer shall remain on board unti the explosives intende for Madras have been discharged. –

Rule (e) omit, & adopt Rul as framed by Committee

Rule (f) retain
" (g) do
" (h) do. (for (c) VI sea
" (i) do
" j do
" k do
" l do.

2

Marine DEPARTMENT.

READ the following:—

Letter from the Chairman, Harbour Trust Board, Madras, No. 22/8 dated 12: May 1899.

Report of the Explosives Committee

Circulated to

His Excellency the Governor.
The Hon. Mr. Arundel C.S.I.
The Hon. Mr. Winterbotham

FOR ORDERS

For classification – vide G.O. 993 Marine d/ 29 Nov 95 – Flag I.

The following arrangements exist in the port of Madras for dealing with ~~arrangements for the admission~~ of Explosives ~~inside the artificial Harbour~~.

A. Absolutely excluded from the Harbour even though secured in a magazine and intended for ports onwards.

(i) Explosives of classes 2 to 5

(ii) Class 6 (ammunition) charged with or containing explosives of classes 2 to 5, in excess of 100 lbs.

(iii) Class 7. Division 1. (Firework Composition).

Note. – A vessel carrying any of these prohibited explosives is to discharge them outside the harbour before entering, and, if intended for onward ports, to reship them before leaving.

B. Allowed freely inside the Harbour

(i) Class 1. Gunpowder

(ii) Class 6. (ammunition) charged with

P. W. 43.
1,000—28-2-99.

E 30/5 R 1/6 Hms 1/6 R 5/6.

with or containing explosives of classes 2 to 5, if not in excess of 100 lbs.

(iii) Class 6.- Divisions other than those containing explosives of Classes 2 to 5.

(iv) Class 7. Division 2.- Manufactured firework

7. Admitted inside the Harbour if Secured in Magazines.-

All ~~those in B. above~~, when in excess of 100 lbs. There is however an exception as regards (ii) Class 6. Quantities of this class in excess of 100 lbs are absolutely excluded, vide A(ii) above.

Classes of Explosives Specified under B above

2. Though the rules regarding the exclusion of explosives shown as A(i) ~~above~~× were in existence from 1894 and had been duly communicated to Shipping Agents, their effect was not ~~apparently~~ clearly apprehended by ~~the agents~~ them, for, when the "City of Dublin" was, in May 1898, compelled to discharge outside the harbour explosives of class 3, A(i) ~~above~~ (Smokeless powder), which she was carrying for Calcutta, the local Agents complained× of the exclusion to their principals in London ~~in regard to the exclusion~~. The Agents in Calcutta

× G.O. Marine 232 d/ 16 June 94. Flag R

× Flag V.

Flag W

Calcutta also called the attention of the Madras Government to the inconvenience of the rules, the effect of which had only then become apparent to them.

3. In June 1898, it was proposed to the Government of India, on the motion of the Harbour Trust Board, to restrict the admission, inside the Harbour, of Class 1, Gunpowder, to 560 lbs. In ⊗ July of the same year the Inspector General of Ordnance proposed that small arm safety cartridges (Division 6, Class 1, ammunition charged with explosives of classes 2 to 5) should be allowed free access to the harbour. As regards the restriction of Gunpowder to 560 lbs, the Chairman, Harbour Trust Board, subsequently× discovered that the proposed limit would practically exclude all Gunpowder intended for Madras, as almost all consignments were in excess of 560 lbs.

Flag X

⊗ Flag Y

× September 1898

4. On a review of these practical difficulties, the Government Considered it expedient to

convene a Committee to discuss and advise on the whole question. This Committee was made as widely representative as possible and was composed as follows:—

to G.O. 993 Mar. of 29th Novr 1898.
Flag F

The Chairman, Harbour Trust Board – President.

Official members.

The Presidency Port Officer
The Ordnance Officer in charge, Madras Arsenal.

Non Official members.

Four members elected by the Madras Chamber of Commerce to represent the following interests:—

- i General export firm in Madras
- ii General import firm in Madras
- iii A Steamer Company.
- iv Explosives firm in Madras.

and one member elected by the Madras Trades Association.

The Bengal Chamber of Commerce and the Calcutta Trades Association were invited to take part in the deliberations of the Committee, but were unable to send representatives. The Trades Association, however, sent in a written paper.

5. The following points were suggested by Government for the consideration of the Committee.

(1) If explosives of classes 2 to 5 and of class 6 charged with or containing explosives of classes 2 to 5, ~~and of class 6~~ with the exception of "Safety cartridges", are on board, the magazine containing them should be kept closed while the vessel is in the harbour.

(2) A vessel containing such explosives consigned both to Madras and Calcutta would then have to land so much as was intended for Madras outside the harbour and close the magazine before such vessel could enter the harbour.

(3) Whether the practice at Colombo, where explosives of all classes and in any quantity are admitted inside the harbour, provided they are secured in properly constructed magazines, might be adopted.

The following questions were S[illegible] to the Committee:—

(4) Whether, as suggested by the Government of India, Gunpowder should not be limited to 100 lbs

G. O. 320 Mar. of 19th April 1899.
Flag G.

(5) Whether wet Gun Cotton (class 3) should be freely admitted.

No. 633 C., d/ 9th December 1898.
Flag Z.

(6) The classes of Explosives which could without ~~damage~~ danger be allowed to be shipped to Rangoon in vessels plying under the Native Passenger Ships' Act.

G. O. 389 Mar. d/ 4th May 1899.
Flag M.

6. The report of the Committee has now been received. They recommend with regard to the suggestions in para 5 above

Their recommendations are contained in the first two letters printed above, and will be found summarised in Rule C ~~in the following letter~~ as revised in the [illegible] Ships [illegible] to be published in the [illegible]

(1) that explosives of Classes 2, 4 and 5 should be absolutely excluded from the harbour; but that class 3 should be allowed inside if secured in a properly constructed magazine. They also recommend the discharge or shipment inside the harbour of the following Explosives falling under class 3. viz,–

"Gun Cotton wet, Cordite, Schultze's, E. C. Powder, and other sporting explosives of this class, in tins not exceeding 5 lbs in weight each."

Cordite is not mentioned by name in the classified list – flag J.
HA.

The

The Committee would not prohibit Class 6, ammunition charged with or containing explosives of classes 2 to 5, from entry into the harbour, and recommend the discharge or shipment of such ammunition inside the harbour without any restriction as to quantity.

(2) The Committee have adopted the suggestion that explosives might be allowed inside the harbour if secured in properly constructed magazines, with the proviso that the absolutely excluded classes° are not allowed inside the harbour under any circumstances. The only effect of this recommendation is, as pointed out by the Committee, that dynamite and other allied explosives of Class 3 (which under the existing rules are absolutely excluded from the harbour) intended for Calcutta may remain on board inside the harbour as long as the magazine is kept shut, instead of being discharged outside

° viz, Classes 2, 4 and 5, and 7. Division (1) and reshipped as at present.

3) Notwithstanding any practice which may exist at other ports, the Committee would absolutely exclude from the harbour

Classes 2, 4 and 5 and
Class 7. Division 1. (Firework class).

(4) The Committee are of opinion that any limitation of Gunpowder to less quantities than lbs 6,000 would be inadequate to the requirements both of the trade and of Government.

(5) The Committee propose the admission of wet Gun cotton "in tins not exceeding 5 lbs in "weight each".

(6.) The Chairman, H.T.Bd., has promised a separate report on this subject.

7. Revised rule (C) contains all the recommendations of the Committee, but the various clauses of the rule contain several glaring inconsistencies, e.g.

Under clause II, all explosives, however dangerous in character, may be admitted inside the harbour if secured in a properly constructed magazine, while under Clause III the following classes are absolutely excluded:-

Class 2 - nitrate mixture
Class 4 - Chlorate mixture
Class 5 - Fulminate
Class 7. Division 1. Firework Composition.

Clause IV is inconsistent with clause VI. Under the former, ~~Classes~~ class 3 (nitro compound) must, while in the harbour, remain in a closed magazine, while under ~~Clause VI~~ the latter this class may be discharged or shipped inside the harbour i.e. the magazine may be opened.

Clause II of rule (C) is also inconsistent with rule (e). Under the former, all explosives, with certain specified exceptions, are required to be contained in a magazine, while ~~under~~ in the harbour, ~~while~~ Under the latter, a limit of lbs 100 is allowed.

8. Several minor alterations

have been made in other portions of the rules. These are explained in the "Remarks" of the Committee attached to the rules.

9. The rules as finally revised will have to be submitted for the sanction of the Government of India and for the information of the Secretary of State for India.

R.S.

10. The rules are too full of inconsistencies to be workable. I recommend that they be returned to the Committee for further consideration. I have drawn up a set of rules, attached, which will I think prove workable. They might be sent at the same time to the Committee for consideration, it being necessary that any rules finally adopted should have the approval of the Committee. All the recommendations of the Committee are adopted in the rules I propose

Lower

29.5.99

This recommendation is approved.

A.R.H.
1.6.99

AH 2.6.99.

HW
5-6-99

Proposed amendments of draft Explosives Rules.

Rule (a) and (b). Omit "exceeding 100 lbs in weight."

Note

With Gunpowder (class 1) admitted up to 6000 lbs, classes 2, 4, 5 and 7 Division 1 excluded in any quantity, class 6 admitted in any quantity and class 3 also if not intended for Madras, this restriction becomes meaningless.

For Rule (c), Substitute the following:-

I. Vessels carrying safety cartridges, safety fuses, or manufactured fireworks in any quantity, intended for discharge or shipment at Madras or elsewhere can enter the Madras Harbour without restriction.

II. Vessels carrying explosives of the following classes, intended for discharge or shipment at Madras can enter the Madras Harbour, provided that such explosives are contained in a properly constructed magazine passed by the Board of Trade, or approved by the Deputy Conservator of the

Port of Madras, or other officer deputed by him to inspect it.

Class 1. Gunpowder class, not exceeding 6000 lbs in weight.

Class 3. Gun Cotton wet, Cordite Schultz, E.C and other sporting explosives of this class, in tins not exceeding 5 lbs in weight each.

Class 6. Ammunition class. Safety cartridges and safety fuses coming under this class need not be in a magazine, vide Clause I of rule (c) above.

6000 lbs seems a very great quantity, but I suppose the Committee know best. MA

Hasn't E.C. any name but the two letters. Are they not initials? If so the name might be entered. MA

It has no other name 6.6.91

Note. Divisions 2 of this class include cartridges for blasting. Dynamite & other nitro-glycerine compounds are generally shipped, I believe, in this form, & ~~I do not see~~ it is not clear what is to prevent their admission into the harbour under this class, although excluded, if intended for Madras, under Class 3. The attention of the Committee ~~might be~~ to called to this

Yes MA

III Vessels carrying explosives of the following classes, intended for discharge or shipment elsewhere than at Madras, may enter the Madras Harbour, provided that such explosives are contained in a properly constructed magazine passed by the Board of Trade or approved by the Deputy Conservator of the Port of Madras or other officer deputed by him to inspect it, and provided that such magazine is kept closed while the vessel is inside the Harbour (but see Rule K.)

Class 1. Gunpowder class.
Class 3 Nitro Compound class
Class 6. Ammunition class.

IV Vessels containing explosives of all other classes than

those

those mentioned above, or in excess of the quantities herein given are absolutely excluded from the Madras Harbour and must proceed to a distance of not less than one mile north of the harbour, there anchor at least half a mile from the shore, and discharge such explosives before the vessels will be permitted to enter the harbour. Explosives excluded under this rule are the following:—

?

(a) If intended for discharge or shipment at Madras

Class 1 Gunpowder exceeding 6000 lbs in weight.

Class 3. Nitro Compound Class Division 1.

do — do — Division 2 except Gun Cotton wet, Cordite, Schultze, E.C and other sporting explosives of this class, in tins not exceeding 5 lbs in weight each.

(b) If intended for discharge or shipment at Madras or Elsewhere

Class 2. Nitrate Mixture class.
Class 4. Chlorate Mixture class
Class 5 Fulminate class
Class 7. Divn 1 Firework Composition.

Rule (d) Whilst any explosives remain on board any vessel, at the port of Madras, whether outside or inside the harbour, a red flag shall be 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. The Master or Chief Officer shall remain on board until the Explosives intended for Madras have been discharged.

Rule (E) omit, and call Rule (d) as passed by the Committee Rule (E).

Rule (f) retain.
" (g) — do —
" (h) — do — (for (c) VI read (c) II)
" (i) — do —
" (j) — do —
" (k) — do —
" (l) — do —

W Bell
30-5-89

M

MA
2. 6. 89.

Marine Dept.

No. 273 Edg 6 June 89

To.

The Chairman Harbour
Trust Board (unofficially)

Your letter No $\frac{23}{8}$ dated 12 May 1889 submitting the Report of the Committee on Explosives

2. The draft rules are, on examination, found to be in some respects inconsistent and redundant. A revised draft has been drawn up in the Secretariat, which I forward herewith for the consideration of the Committee. All the Committee's recommendations are adopted in the revised draft

3. A very early reply is requested

(Sd) W B de W.
&c.

Despd 6/6

Marine DEPARTMENT. 15

READ the following :—

Letter from the Chairman, Harbour Trust Board, Madras,

No. 23/12, dated 4th July 1899.

Explosives Rules

Circulated to

~~H. E. the Governor~~

~~The Hon. Mr. Arundel C.S.I.~~

~~The Hon. Mr. Winterbotham~~

& Mag. D.

"I think the "Explosives Rules" marked C. might be accepted.

A.S.H.
31.7.99

I agree.
AH 1.8.99.

HW
2-8-99

FOR ORDERS

As directed by Government on the previous note for Orders, revised rules drawn up by the Secretariat have been referred to the Committee for consideration. The Committee regrets its inability to accept in their entirety the draft rules, for the reasons given in their report read above. It proposes certain other amendments which have since suggested themselves.

2. The accompanying statement marked A shows in one view the amendments proposed in the Secretariat and those now adopted by the Committee; the column of remarks giving briefly the reasons advanced by the Committee

P. W. 43.
1,000—28-2-99.

7 D 18 H2s 1/8 · R 3/8 ·

Committee in each case.

3. As an alternative, the Committee recommends that its original draft be adopted with the amendments suggested in para 10 of its present report. The rules as thus amended are also submitted marked B. (Flag B)

4. The arrangement of the rules shown in Statement A seems preferable to that of Appendix I to the former Report.× B. - I have added a × Flag C.

R.S. Statement C. showing the rules as now proposed, which embody all the requirements of the Committee as now understood. They seem to have no room for doubt, as the Rules originally proposed by the Committee most certainly did.

4.8.95

Marine Department.

No. 411 E of 5-8-95

To

The Chairman, Harbour Trust Board,
(unofficially)

Please say whether the Explosives Committee has any objection to the rules, regarding the landing and Shipment of Explosives at Madras, issuing in the form given in the accompanying draft. The Government is prepared to accept the rules as thus revised.

C.S.

4-8-95

with Rules C, to be returned.

(1) Issue Despt 5/8
(2) S.A. Aug 7-8-95

A

Explosives Rules

Explo

As proposed in the Secretariat	As now revised by the Committee
1	2

Note
For original Rules, *vide* Appendix I to the Committee's first Report
Flag C.

Rules. (a) and (b) Omit the words "exceeding 100 lbs in weight."	Accepted by the Committee.		
Rule (c) I. Vessels carrying safety cartridges, safety fuses, or manufactured fireworks in any quantity intended for discharge or shipment at Madras or elsewhere can enter the Madras Harbour without restriction.	Vessels carrying safety cartridges, safety fuses, or manufactured fireworks in any quantity intended for discharge at Madras or elsewhere can enter the Madras Harbour without restriction.	The Committee proposes the omission of the words underlined in Column 1, as a vessel entering the harbour cannot be carrying explosives intended for shipment at Madras.	This is of course true. The word was inserted to cover cases of shipment or transhipment. I have proposed an addition overleaf which will, I think, meet the case. The omission may be accepted.
Rule (c) II Vessels carrying explosives of the following classes, intended for discharge or shipment at Madras can enter the Madras Harbour, provided that such explosives are contained in a properly constructed magazine passed by the Board of Trade, or approved by the Deputy Conservator of the port of Madras, or other officer deputed by him to inspect it:—	Vessels carrying explosives of the following classes, intended for discharge at Madras, can enter the Madras Harbour, provided that such explosives are contained in a properly constructed magazine passed by the Board of Trade, or approved by the Deputy Conservator of the port of Madras or other officer deputed by him to inspect it:—	The words underlined in column 1 are omitted by the Committee for reasons given above.	See above. The omission may be accepted.
Class 1. Gunpowder class, not exceeding 6000 lbs in weight.	Class 1.– Gunpowder class, not exceeding 6000 lbs in weight		
Class 3. Guncotton wet, cordite, Schultz's E.C. and other sporting explosives of this class in tins not exceeding 5 lbs in weight each.	Class 3. Guncotton, wet, cordite, Schultz's and E.C. powder, and other sporting explosives of this class, in tins not exceeding 5 lbs in weight each.		
Class 6. Ammunition class. (Safety cartridges and safety fuses coming under this class need not be in a magazine, *vide* clause I of rule (c) above)	Class 6. Ammunition class, except cartridges and charges for blasting other than detonators containing explosives of classes 3, 4 or 5. (Safety cartridges and safety fuses coming under this class need not be in a magazine *vide* Clause I of Rule (c) above.	The clause in red ink is proposed by the Committee to meet an objection raised in the Secretariat.	These additions may be accepted

Note

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Note

The explosives mentioned in Rules I and II may be discharged within the Harbour.

Rule (c) III.

Vessels carrying explosives of the following classes, intended for discharge or Shipment elsewhere than at Madras, may enter the Madras Harbour, provided that such explosives are contained in a properly constructed magazine passed by the Board of Trade or approved by the Deputy Conservator of the port of Madras or other officer deputed by him to inspect it, and provided that such magazine is kept closed while the vessel is inside the Harbour (but see Rule (K).)

Class 1. Gunpowder class
Class 3. Nitro Compound class
Class 6. Ammunition class.

The Committee would omit the words underlined in Column 1.

21 Br

The Committee remarks:—

"The Government draft does not provide for discharging explosives within the Harbour. It merely permits the ships carrying explosives to enter the Harbour"

It accordingly suggests this addition

I would make this addition read thus "The explosives mentioned in Rules I & II may be discharged, shipped, or transhipped within the harbour".

The Committee remarks as follows:—

"The Government draft permits explosives of the classes mentioned in this rule to enter the Harbour only if they are intended for ports other than Madras. But the Committee cannot see why this distinction is necessary. If explosives intended for other ports are safe within the Harbour, explosives intended for Madras are equally safe, and the Committee's proposals were meant to allow Ships containing explosives of these classes intended for Madras and other ports to enter the Harbour. After discharging all their ordinary cargo, they would proceed to the northern anchorage, discharge their explosives intended for Madras and at once clear for other ports. Under the Government draft rules, it would be necessary for them first to anchor at the northern anchorage and discharge their explosives intended for Madras, and then enter the harbour to discharge their ordinary cargo. This course might cause considerable delay to a vessel especially if she arrived in the evening."

This amendment won't do, because Rule C(II) already admits certain explosives of all 3 classes, & lays down the magazine being kept closed. I propose that the rule should read as follows

"Vessels carrying explosives of the following classes intended to be discharged at Madras, may enter the Madras Harbour: provided that such explosives are contained in a properly constructed magazine, passed by the Board of Trade, or approved by the Deputy Conservator of the port of Madras, or other officer deputed by him to inspect it, & provided that such magazine is kept closed while the vessel is inside the harbour".

77 Br

Rule (C) IV.

Vessels containing explosives of all other classes than those mentioned above, or in excess of the quantities therein given are absolutely excluded from the Madras Harbour and must proceed to a distance of not less than one mile north of the harbour, there anchor at least half a mile from the shore, and discharge such explosives before the vessels will be permitted to enter the harbour. Explosives excluded under this rule are the following:—

(a) If intended for discharge or shipment at Madras.

Class 1. – Gunpowder exceeding 6000 lbs in weight.

Class 3. Nitro-Compound Class, Division 1.

— do — Division 2, except Guncotton wet, Cordite, Schultze's E.C. and other sporting explosives of this class in tins not exceeding 5 lbs in weight each.

(b)

Vessels containing explosives of all other classes than those mentioned above, or in excess of the quantities therein given, intended for discharge at Madras must proceed before discharging to a distance of not less than one mile north of the harbour, there anchor at least half a mile from the shore and discharge such explosives.

23 Br

For reasons given against Clause III, the classes of explosives specified in this clause are allowed inside the harbour if secured in closed magazines. Therefore, the words underlined in Column 1 are omitted by the Committee.

Class ~~I~~ 1. Gunpowder class, exceeding 6000 lbs in weight

Class ~~III~~ 3 Nitro-compound class Division 1.

do Division 2, except Guncotton wet, Cordite, Schultz and E.C. powders, & other sporting explosives of this class, in tins not exceeding 5 lbs in weight each.

Class 6. so far as regards the cartridges & charges for blasting, other than detonators, containing explosives of Classes 3. 4 or 5.

If the above rule is adopted as (C) III. this rule becomes unnecessary, with the exception of its last portion (b). I propose therefore, to substitute the following for (C) IV

"The following explosives are absolutely excluded from the harbour

Class 2. Nitrate mixture class

" 4 Chlorate mixture class

" 5 Fulminate class

" 7 Firework class. Division 1

Rule (c) IV (b)

If intended for discharge or
shipment at Madras or elsewhere

Class 2. Nitrate mixture class
Class 4. Chlorate mixture class
Class 5. Fulminate class
Class 7. Firework class division 1

(c) V

The following explosives are absolutely excluded from the Harbour:—

Class 2.— Nitrate mixture class
Class 4.— Chlorate mixture class.
Class 5.— Fulminate class
Class 7.— Firework class, division 1

(C) VI

Nothing in this rule shall apply to a vessel carrying less than 25 lbs in all of explosives.

(C) VII

This is proposed to enable small samples of any kind of explosives to enter the Harbour.

I have adopted this as Rule (C) IV½. I would add the following note below this Rule

"Note. The explosives referred to in Rules (C) III & (C) IV must be discharged, shipped or transhipped outside the harbour, at a point which shall be not less than one mile North of the harbour and half a mile from shore"

Then as Rule (C) V I propose Rule (C) III as originally proposed in the Secretariat, omitting the words 'or shipment' & '(but see rule K)'. This would provide for the entrance into the harbour of all vessels with explosives on board not intended for discharge at Madras, & not absolutely excluded.

This may be adopted.

The Rules as now proposed are shown in Statement C.

(C) VII

The portions of the above Clauses relating to the discharge of explosives apply mutatis mutandis to the Shipment of explosives at Madras.

21. July 99

The Committee remarks:—

"It will be noticed that the above rules refer only to the discharge of explosives. It is necessary to provide for Shipping within the harbour"

This clause is proposed accordingly

This is provided for in the Note to Rule I & II, & to Rule III & IV.

24.7-99

Marine (1898) Department.

CURRENT No. 1117

Order

From
The Chairman,
Harbour Trust Board,
Madras.

No. 23/13

Dated 11th August/99

Despatched –

Received 16-8-99

Enclosures one {Plans nil
others one}

Spare copies

SUBJECT.

Explosive Rules

Returning the draft rules C forwarded with memo No.411 E dated 5th August which are accepted by the Committee with slight alteration.

BACK PAPERS.

G. O.	No.	Department.	Date.

FURTHER PAPERS.

G. O.	No.	Department.	Date.

Note These alterations have been made owing to the notifn of 1887 having been superseded in 1897 vide G.O. 3107 publd 25th August 1897 which has not been communicated to Marine Depart. The reference to the old notifn is due to this fact.

C

11 Sp.

EXPLOSIVE RULES.

The rules to regulate the transport of explosives, made by the Governor-General in Council and published under Government of India Notification, No. ~~1417~~ 1393, dated the ~~24th June 1887~~ 18th July 1897, ~~and printed as an appendix hereto~~, shall, subject to the following rules, apply to the transport of explosives within the limits of the port of Madras.

Rule (*a*).—The master of any vessel arriving at the port of Madras with explosives ~~exceeding 100 lb. in weight~~ on board as cargo shall give notice thereof to the Pilot or Harbour Master, who shall come on board such vessel, immediately on his boarding.

Rule (*b*).—The agents of any vessel expected to arrive at the port of Madras and known to have explosives ~~exceeding 100 lb. in weight~~ on board as cargo, and the consignee or consignees of, and other person or persons interested in, such explosives so expected to arrive by any vessel at the port, shall give notice of the fact of such explosives being on board such vessel to the Chairman of the Harbour Trust Board not less than 48 hours before the arrival of such vessel, and the agents or consignor or consignors or other person or persons interested in any explosives ~~exceeding 100 lb. in weight~~ intended to be shipped as cargo on board any vessel in the port of Madras shall give a like notice of his or their intention to ship such explosives by such vessel 48 hours before any such explosives shall be shipped. Every such notice shall be in writing and shall contain a statement showing the quantities and nature of the explosives to be landed at, or shipped from, Madras, and of those intended for other ports or, as the case may be, of the port or ports for which any such explosives may be shipped. Upon receipt of any such notice, the Chairman of the Harbour Trust Board shall depute an officer to take charge of such explosives where they are landed, and until they shall have been removed from the Board's premises for deposit in the magazine on shore appointed for that purpose; or in cases where explosives are to be exported, until they shall have been shipped to the vessel named in such notice.

Rule (c)

(I) Vessels carrying safety cartridges, safety fuses, or manufactured fireworks in any quantity intended for discharge at Madras or elsewhere can enter the Madras Harbour without restriction.

(II) Vessels carrying explosives of the following classes intended for discharge at Madras, can enter the Madras Harbour, provided that such explosives are contained in a properly constructed magazine passed by the Board of Trade, or approved by the Deputy Conservator of the port of Madras or other officer deputed by him to inspect it:—

Class 1.— Gunpowder class, not exceeding 6000 lbs in weight

Class 3.— Guncotton wet, cordite, Schultz's and E. C. powder, and other sporting explosives of this class, in tins not exceeding 5 lbs in weight each.

Class 6.— Ammunition class, except cartridges and charges for blasting other than detonators containing explosives of classes 3, 4 or 5.

(Safety cartridges and Safety fuses coming under this class need not be in a magazine; vide clause (I) of Rule (c) above.)

Note.— The explosives mentioned in Rules I and II may be discharged, shipped or transhipped within the Harbour.

(III) Vessels, carrying explosives of the following classes intended for discharge at Madras, may enter the Madras Harbour, provided that such explosives are contained in a properly constructed magazine passed by the Board of Trade, or approved by the Deputy Conservator of the port of Madras, or other officer deputed by him to inspect it, and provided that such magazine is kept closed while the vessel is inside the harbour:—

Class 1.— Gunpowder class, exceeding 6000 lbs in weight

Class 3.— Nitro-Compound class, Division 1.

~~3½~~ 11½ Sp

Class 3, Division 2, except Gun Cotton wet, Cordite, Schultz's and E.C. powder, and other sporting explosives of this class in tins not exceeding 5 lbs in weight each.

Class 6.- So far as regards cartridges and charges for blasting other than detonators containing explosives of classes 3, 4 or 5.

(IV). The following explosives are absolutely excluded from the harbour:-

Class 2.- Nitrate Mixture class.
Class 4.- Chlorate Mixture class.
Class 5.- Fulminate class.
Class 7.- Firework class, Division 1.

Note.- The explosives referred to in Rules (c) III and (c) IV must be discharged, shipped or transhipped outside the harbour at a point which shall be not less than one mile north of the harbour and half a mile from shore.

(V) Vessels carrying explosives of the following classes intended for discharge elsewhere than at Madras, may enter the Madras Harbour, provided that such explosives are contained in a properly constructed magazine passed by the Board of Trade or approved by the Deputy Conservator of the port of Madras or other officer deputed by him to inspect it, and provided that such magazine is kept closed while the vessel is inside the harbour:-

Class 1.- Gunpowder class
Class 3.- Nitro Compound class
Class 6.- Ammunition class.

(VI) Nothing in this rule shall apply to a vessel carrying less than 25 lbs in all of explosives.

Rule (d).- Whilst any explosives remain on board any vessel, at the port of Madras, whether outside or inside the harbour, a red flag shall be 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. The master or Chief Officer shall remain on board until the explosives intended for Madras have been discharged.

(e) *Rule* (d).—The master of every vessel receiving or discharging any explosives shall see that the platform in the vessel's hold to be used in receiving or delivering such explosives and the gangways and combings of the hatchways of such vessel are covered with tanned hides or other suitable paddings; that the barrels or boxes containing any such explosives and received on board any such vessel are carefully stowed therein; that the hatches of such vessels are properly secured and locked, and that the key of the magazine in which any such explosives may be stowed remains in his own possession. All persons concerned in the handling, or in supervising the handling, of any such barrels or boxes of explosives, shall wear suitable shoes without any metal nails or other metal in or upon them or shall wear no shoes.

Rule (f).—"Barges, lighters and boats about to be used for the transport of any explosives shall be kept scrupulously clean and free from loose explosives, and shall not when at anchor with explosives on board 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 explosives in any such barges lighters or boats shall be securely covered with tarpaulins. Whilst any such explosives shall remain on board, a red flag shall be kept 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 abovementioned lights. The tindal and at least half of the crew of every such barge lighter or boat shall remain on board until all the explosives are discharged.

one

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 to approach the shore are received from the officer directing the landing. Such landing 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. At the bay, not more than two boats shall unload simultaneously, but beyond the north end of the revetment four boats may do so.

Rule (h).—Explosives which may be landed or shipped inside the Harbour under rule (c) VI 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 discharged from a vessel lying at the ordinary moorings within the Harbour. Such shipment or discharge 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 carrying such explosives has come alongside, 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. All other cargo work on board shall be stopped while such shipment or discharge is taking place.

II

Rule (i).—When explosives (other than those mentioned in Class 6, and Division 2, Class 7, of the rules made by the Governor-General in Council under section 5 of the Indian Explosives Act, 1884) are shipped or discharged within the Madras port limits, the smoking of tobacco on board the vessel on which they are being shipped or from which they are being discharged shall be prohibited, and all fires and lights on board shall be extinguished before the barge lighter or boat bringing such explosives for shipment or receiving such explosives to be landed shall come alongside of such vessel. In the case of a steamer, should it be necessary that the fires in her engine-room should remain lighted, the barge, lighter or boat so bringing or receiving such explosives shall be placed to the windward of the steamer's funnel, and in the event of the steamer swinging, such explosives are to be covered with tarpaulins until such barge lighter or boat is removed to a safe and proper position. No explosives other than those mentioned in the above two classes shall be discharged from a ship or shipped from the shore before 6-30 A. M. or after 4 P. M.

Rule (j).—The Chairman of the Harbour Trust Board, or any other person he may depute to act on his behalf, may from time to time prohibit the shipping or discharge of explosives of any kind whatever within the Madras Harbour or may grant permission to ship or discharge any explosives within the harbour on such conditions as may seem expedient.

Rule (k).—No magazine on board any vessel containing explosives other than safety fuzes, safety cartridges and caps shall be opened while the 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 the vessel in opening or allowing the magazine to be opened, he shall be deemed to have contravened this rule. 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.

Rule (l).—If any person shall contravene any of the foregoing rules, he shall on conviction be punished with fine which may extend to one thousand rupees.

R.P.
25 July 99

25.7.99

discharge elsewhere than [illegible]
vided that such explosives are contained in a properly constructed magazine
passed by the Board of [illegible]

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Mar 1117/88

Harbour Trust Office,
MADRAS, IIth August 1899.

108

No. 23/13

FROM

Herbert Bradley 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 return the draft Explosive Rules C.forwarded to me with your unofficial Memorandum No.4II E dated the 5th August 1899 and to inform you that the Members of the ExplosivesCommittee accept them with the following alteration:—

In Rule (h) for Rule c (VI) read c (II).

I have the honour to be,
Sir,
Your Obedient Servant,

Herbert Bradley
Chairman,
Harbour Trust Board.

Secy & T.M.

9

Marine (1898) Department.

CURRENT No. 9055

Order

From

The Chairman,
Harbour Trust Board,
Madras.

No. 23/12

Dated 4.7.99

Despatched

Received 6-7-99.

Enclosure~~s~~ one {Plans nil / others 1.}

Spare copies Three (will follow)

SUBJECT.

Explosive Rules.

Submitting, for the information of Government, a further report dated 22nd June on the ---

Report of the Committee appointed under G. O. No. 993, Marine, dated 29th November 1898, to consider the rules in force at the port of Madras relating to the landing and shipping of explosives within port limits.

Read Memorandum from the Secretary to Government, Marine Department, No. 270 E, dated 5th June 1899, forwarding for consideration a revised draft of rules drawn up in the Secretariat.

Report of Committee.

The Committee regrets its inability to accept the draft rules drawn up in the Secretariat. They do not, as supposed by Government, fully meet the recommendations of the Committee, in fact if adopted they will be far from effecting the objects aimed at.

2. With regard to Rules (*a*) and (*b*) the Committee accepts the amendment proposed by Government. It was originally intended not to make the rules apply at all to small quantities of explosives. Under the old rules 100 lbs. was adopted. The Committee, however, would now propose to adopt 25 lbs. to enable small samples of any kind of explosives to enter the Harbour. This has been done by an addition to Rule (*c*).

3. *Rule* (*c*) I. The Committee respectfully protests against the use of the expression "vessels "carrying safety cartridges, &c., intended for discharge *or shipment* at Madras, can enter." It is obvious that a vessel entering the Harbour cannot be carrying explosives intended for shipment at Madras. The Committee would therefore propose the omission of the words "or shipment."

but what about shipment?

4. *Rule* (*c*) II. For the above reason the words "or shipment" must be omitted. Under class 3 the Committee would insert the word "and" after "Schultz's and the word "powder" after E. C. To meet the objection contained in the note attached to the Government draft rules, the Committee would add after "ammunition class" "except cartridges and charges for blasting other than detonators containing explosives of classes 3, 4 or 5."

5. The Committee would submit that the Government draft does not provide for discharging explosives within the Harbour. It merely permits ships carrying explosives to enter the Harbour. It would therefore be necessary to add at the foot of Rule II, "The explosives mentioned in Rules I and II may be discharged within the Harbour."

6. *Rule* (*c*) III. Government appears to have misunderstood the intentions of the Committee. The Government draft permits explosives of the classes mentioned in this rule to enter the Harbour only if they are intended for ports other than Madras. But the Committee cannot see why this distinction is necessary. If explosives intended for other ports are safe within the Harbour, explosives intended for Madras are equally safe, and the Committee's proposals were meant to allow ships containing explosives of these classes intended for Madras and other ports to enter the Harbour. After discharging all their ordinary cargo they would proceed to the northern anchorage, discharge their explosives intended for Madras and at once clear for the other ports. Under the Government draft rules it would be necessary for them first to anchor at the northern anchorage and discharge their explosives intended for Madras, and then enter the Harbour to discharge their ordinary cargo. This course might cause considerable delay to a vessel especially if she arrived in the evening.

This is now provided for
I did not
understand
before [illegible]
M. T

The Committee therefore proposes to omit from Rule (*c*) III the words "intended for discharge "or shipment elsewhere than in Madras."

7. *Rule* (*c*) IV. For the reasons given in the last paragraph it was not intended to absolutely exclude from the Harbour gunpowder exceeding 6,000 pounds in weight or the nitro compound explosives intended for discharge or shipment at Madras. As long as the magazine is closed while the vessel is in the Harbour under Rule III, there is no objection to the vessels entering the Harbour.

The Committee therefore proposes to revise this Rule as follows.—

Omit "are absolutely excluded from the Madras Harbour."

After "given" add "intended for discharge at Madras."

After "proceed" add "before discharging."

9 8p

Omit " before the vessels will be permitted to enter the Harbour. Explosives excluded, under "this rule, are the following :"

Omit " (*a*). If intended for discharge or shipment at Madras."

Again omit " (*b*). If intended for discharge or shipment at Madras or elsewhere," and substitute.

(*c*) " V. The following explosives are absolutely excluded from the Harbour."

8. It will be noticed that the above rules refer only to discharge of explosives. It is necessary to provide for shipping within the Harbour, and the Committee would propose to do this, and to provide for the case of vessels carrying very small quantities of explosives, as samples or otherwise by adding two more clauses .—

(*c*) VI. Nothing in the Rule shall apply to a vessel carrying less than 25 lbs. in all of explosives.

(*c*) VII. The portions of the above clauses relating to the discharge of explosives apply *mutatis mutandis* to the shipment of explosives at Madras.

9. The remainder of the Rules as revised by Government are accepted by the Committee.

10. The Committee would, however, submit that the Government draft rules, as now revised, are in no respect simpler than the draft submitted by it, and would prefer to retain its original draft with the following alterations :—

In Rules (*a*) and (*b*) omit " exceeding 100 lbs. in weight."

In Rule (*c*) VI, after " 6, ammunition class " and " except cartridges and charges for blasting other than detonators × containing explosives of classes 3, 4, or 5."

At the end of Rule (*c*) add.—

" VII. Nothing in this Rule shall apply to any vessel carrying less than 25 lbs. in all of explosives."

MADRAS,
22nd June 1899.

Herbert Bradley

President.

L. C. Watkins Major R.A.

Arbuthnot

V. G. Lopes

E-1
905/99

Harbour Trust Office.

7 P

MADRAS, 4th July 1899.

No. 23/12

FROM

Herbert Bradley Esq. I.C.S.,

CHAIRMAN, HARBOUR TRUST BOARD,
MADRAS.

To

W. B. deWinton Esq.,

SECRETARY TO GOVERNMENT,
Marine Department.

Sir,

I have the honor to acknowledge the receipt of your reference No.273 E dated 6th June 1899 and to submit herewith a further report dated 22nd June of the members of the Explosives Committee appointed under G.O. No.993 Marine dated 29th November 1898.

I have the honour to be,
Sir,
Your Obedient Servant,

Herbert Bradley

Chairman,
Harbour Trust Board.

C. P.
Secy.

Enclosures

Original report and three spare copies

Marine (1898) Department.

CURRENT No. 631

urgent

Order

From
The Chairman,
Harbour Trust Board,
Madras.

No. 23/8

Dated 12.5.99

Despatched
Received } 15

Enclosures 7 (+2 s c of Enclos.)

Spare copies 3

SUBJECT.

Explosives

Submitting for the information of Government report of the Committee appointed under G.O. No.993 Marine dated 29th November 1898.

See [illegible]

BACK PAPERS.

G. O.	No.	Department.	Date.
~~440 Marine)~~	~~10-5-98~~		
34c41 Mar		19-4-99 4 papers.	

FURTHER PAPERS.

G. O.	No.	Department.	Date.

B

Report of the Committee appointed under G. O., No. 993, Marine, dated 29th November 1898, to consider the rules in force at the port of Madras relating to the landing and shipping of explosives within port limits.

2. The Committee was constituted as follows:—

Mr. Herbert Bradley, I. C. S., *President.*

Nominated by Government.

Commander H. A. Street, Presidency Port Officer.

Major J. H. D. Waller, R. A., representing the Inspector-General of Ordnance.

Major L. G. Watkins, R. A., upon his relieving Major Waller as officer in charge of the Madras Arsenal.

Elected by the Chamber of Commerce.

Mr. W. R. Arbuthnot of Messrs. Arbuthnot & Co.

„ C. C. Hird of Messrs. Gordon, Woodroffe & Co.

„ V. G. Lynn of Messrs. Best & Co.

„ J. Whitson of Messrs. Wilson & Co.

Elected by the Trades Association.

Mr. R. Harper of Messrs. Oakes & Co., Ld.

3. The Bengal Chamber of Commerce and the Calcutta Trades Association had expressed a desire to send representatives to serve on the Committee. In order to give them plenty of time they were informed that the Committee would meet about the middle of April. On the 6th April the Secretaries of these two bodies wired in reply to telegraphic enquiries, that neither could depute a representative to attend the Committee; but the Secretary of the Trades Association forwarded a printed letter embodying the views of the members, and the suggestions made by that Association have been considered.

4. With reference to the suggestions made by Government, the Committee considers—

Para. 14 of G. O., No. 993.

(1). Explosives of Classes 2 to 5 intended for discharge or shipment at Madras should be landed or shipped outside the Harbour; but as regards explosives of Class 6 (Ammunition Class) charged with explosives of Classes 2 to 5, the Committee is of opinion that no restrictions need be imposed, and that all the three divisions of the Ammunition Class should be permitted to be landed and shipped inside the Harbour.

The Committee discussed the suggestion of Government at length at three meetings and finally concluded that explosives ranking under Division 1 of the Ammunition Class are quite safe, that under ordinary circumstances an explosion is not likely to take place in explosives falling under Division 2, while as regards Division 3 it is considered that detonators, which are shipped as ordinary cargo, are quite safe, and that the cartridges and fuzes mentioned in this Division appear to be obsolete with the exception of fuzes for shells in which the quantity of the explosive used is inconsiderable.

(2). This suggestion has been adopted; explosives not absolutely excluded from the Harbour, but which may not be landed or shipped inside the Harbour, may be admitted to the Harbour, provided that they are contained in a properly constructed magazine and that such magazine remains closed. The practical effect of this is that dynamite and other allied explosives of Class 3 intended for Calcutta may remain on board inside the Harbour as long as the magazine is kept shut, instead of being discharged outside and re-shipped as at present.

2 ½

(3). The Committee is of opinion that explosives of Classes 2, 4, 5 and 7, Division 1, should be absolutely excluded from the Harbour notwithstanding any practice which may exist to the contrary at other ports. They are carried by steamers in very small quantities if at all, and should not remain on board any vessel working cargo.

Para 2 of letter from the Government of India, printed in G. O. No. 340, Marine, dated 19th April 1899.

With regard to rule (*c*) as previously revised, and the suggestion of the Government of India that it would "meet the requirements of the case if the 100 lb. limit which is fixed in the same rule "for explosives of Class 6, Ammunition Class, were adopted for gunpowder," the Committee is of opinion that in view of the representations made by the Calcutta firms interested, and by the Madras Trades Association through its representative, a limit of 100 lbs. would be quite inadequate to meet the requirements of trade, much less the requirements of Government, and has therefore, after careful consideration, fixed the quantity of gunpowder which may be shipped or discharged inside the Harbour at 6,000 lbs. The Government of India appears to be misinformed as to the ordinary weight of a barrel of gunpowder, which the Committee understands is frequently 120 lbs. It is expected that the limit fixed will, as a rule, fully meet the requirements of Government, as well as of the Mercantile firms interested. Larger quantities of gunpowder should be landed or shipped outside the Harbour. No limit has been fixed as to the quantity of gunpowder which may be brought inside the Harbour, if secured in a properly constructed magazine.

5. The following draft amended rules for the landing and shipping of explosives at Madras have been drawn up by us.

B

APPENDIX I.

EXPLOSIVE RULES. as revised by the Committee

The rules to regulate the transport of explosives, made by the Governor-General in Council and published under Government of India Notification, No. 1417, dated the 24th June 1887, and printed as an appendix hereto, shall, subject to the following rules, apply to the transport of explosives within the limits of the port of Madras.

Rule (*a*).—The master of any vessel arriving at the port of Madras with explosives ~~exceeding 100 lb. in weight~~ on board as cargo shall give notice thereof to the Pilot or Harbour Master, who shall come on board such vessel, immediately on his boarding.

Rule (*b*).—The agents of any vessel expected to arrive at the port of Madras and known to have explosives ~~exceeding 100 lb. in weight~~ on board as cargo, and the consignee or consignees of, and other person or persons interested in, such explosives so expected to arrive by any vessel at the port, shall give notice of the fact of such explosives being on board such vessel to the Chairman of the Harbour Trust Board not less than 48 hours before the arrival of such vessel, and the agents or consignor or consignors or other person or persons interested in any explosives exceeding 100 lb. in weight intended to be shipped as cargo on board any vessel in the port of Madras shall give a like notice of his or their intention to ship such explosives by such vessel 48 hours before any such explosives shall be shipped. Every such notice shall be in writing and shall contain a statement showing the quantities and nature of the explosives to be landed at, or shipped from, Madras, and of those intended for other ports or, as the case may be, of the port or ports for which any such explosives may be shipped. Upon receipt of any such notice, the Chairman of the Harbour Trust Board shall depute an officer to take charge of such explosives where they are landed, and until they shall have been removed from the Board's premises for deposit in the magazine on shore appointed for that purpose; or in cases where explosives are to be exported, until they shall have been shipped to the vessel named in such notice.

Rule (*c*).—

(I) Every vessel entering the Port of Madras having on board explosives shall, unless otherwise provided in this rule, proceed to a distance of not less than one mile north of the Harbour and there anchor at least half a mile off shore.

(II) No vessel with explosives on board other than safety cartridges safety fuzes or Class 7, Division 2, manufactured fireworks, shall enter the Harbour unless such explosives are contained in a magazine which has been passed by the Board of Trade, or approved under Rule (*e*).

(III) Vessels having on board explosives of the following classes shall be excluded from the Harbour:—

Class 2. Nitrate-mixture class.
" 4. Chlorate-mixture class.
" 5. Fulminate class.
" 7. Division 1, Firework composition.

(IV) Vessels having on board explosives of class 3, Nitro-compound class, may be admitted to the Harbour, provided that such explosives are contained in a magazine passed by the Board of Trade or approved under Rule (*e*) which magazine shall remain closed while the vessel is inside the Harbour.

(VII) Nothing in this Rule shall apply to any vessel carrying less than 25 lbs in all of explosives.

(V) The following explosives intended for discharge or shipment at Madras shall be landed or shipped outside the Harbour:—

Class 1. Gunpowder class, in excess of 6,000 lbs. in weight.
" 2. Nitrate-mixture class.
" 3. Nitro-compound class, Division 1.
Nitro-compound class, Division 2, except gun-cotton wet, cordite, Schultz's, E. C. powder, and other sporting explosives, in tins not exceeding 5 lbs. in weight each.
" 4. Chlorate-mixture class.
" 5. Fulminate class.
" 7. Firework class, Division 1.

(VI) The following explosives may be discharged or shipped inside the Harbour:—

Class 1. Gunpowder class, not exceeding 6,000 lbs. in weight.
" 3. Gun-cotton wet, cordite, Schultz's, E. C. powder, and other sporting explosives of this class, in tins not exceeding 5 lbs. in weight each.
" 6. Ammunition class, except cartridges and charges for blasting other than detonators containing explosives of classes 3, 4 or 5.
" 7. Division 2, manufactured fireworks.

(VII)

Whilst any explosives remain on board any vessel, a red flag shall be 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. The Master or Chief Officer shall remain on board until the explosives intended for Madras have been discharged.

Rule (*d*).—The master of every vessel receiving or discharging any explosives shall see that the platform in the vessel's hold to be used in receiving or delivering such explosives and the gangways and combings of the hatchways of such vessel are covered with tanned hides or other suitable paddings; that the barrels or boxes containing any such explosives and received on board any such vessel are carefully stowed therein; that the hatches of such vessels are properly secured and locked, and that the key of the magazine in which any such explosives may be stowed remains in his own possession. All persons concerned in the handling, or in supervising the handling, of any such barrels or boxes of explosives, shall wear suitable shoes without any metal nails or other metal in or upon them or shall wear no shoes.

Rule (*e*).—No vessel having on board explosives exceeding 100 lbs. in weight other than safety cartridges, safety fuzes and manufactured fireworks shall enter the Madras Harbour unless such explosives are secured in a properly-constructed magazine passed by the Board of Trade or approved of by the Deputy Conservator of the Port or other officer deputed by him to inspect it.

Rule (*f*).—" Barges, lighters and boats about to be used for the transport of any explosives shall be kept scrupulously clean and free from loose explosives, and shall not when at anchor with explosives on board 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 explosives in any such barges lighters or boats shall be securely covered with tarpaulins. Whilst any such explosives shall remain on board, a red flag shall be kept 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 abovementioned lights. The tindal and at least half of the crew of every such barge lighter or boat shall remain on board until all the explosives are discharged.

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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 to approach the shore are received from the officer directing the landing. Such landing 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. At the bay, not more than two boats shall unload simultaneously, but beyond the north end of the revetment four boats may do so.

Rule (*h*).—Explosives which may be landed or shipped inside the Harbour under rule (c) VI 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 discharged from a vessel lying at the ordinary moorings within the Harbour. Such shipment or discharge 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 carrying such explosives has come alongside, 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. All other cargo work on board shall be stopped while such shipment or discharge is taking place.

Rule (*i*).—When explosives (other than those mentioned in Class 6, and Division 2, Class 7, of the rules made by the Governor-General in Council under section 5 of the Indian Explosives Act, 1884) are shipped or discharged within the Madras port limits, the smoking of tobacco on board the vessel on which they are being shipped or from which they are being discharged shall be prohibited, and all fires and lights on board shall be extinguished before the barge lighter or boat bringing such explosives for shipment or receiving such explosives to be landed shall come alongside of such vessel. In the case of a steamer, should it be necessary that the fires in her engine-room should remain lighted, the barge, lighter or boat so bringing or receiving such explosives shall be placed to the windward of the steamer's funnel, and in the event of the steamer swinging, such explosives are to be covered with tarpaulins until such barge lighter or boat is removed to a safe and proper position. No explosives other than those mentioned in the above two classes shall be discharged from a ship or shipped from the shore before 6-30 A. M. or after 4 P. M.

Rule (*j*).—The Chairman of the Harbour Trust Board, or any other person he may depute to act on his behalf, may from time to time prohibit the shipping or discharge of explosives of any kind whatever within the Madras Harbour or may grant permission to ship or discharge any explosives within the harbour on such conditions as may seem expedient.

Rule (*k*).—No magazine on board any vessel containing explosives other than safety fuzes, safety cartridges and caps shall be opened while the 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 the vessel in opening or allowing the magazine to be opened, he shall be deemed to have contravened this rule. 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.

Rule (*l*).—If any person shall contravene any of the foregoing rules, he shall on conviction be punished with fine which may extend to one thousand rupees.

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21 July 99

REMARKS.

5-1/2

The rules to regulate the transport of explosives made by the Governor-General in Council are applicable within the limits of the port of Madras. This provision has hitherto been "Rules 1, 2, 3, 4, 5 and 7;" but the rules referred to are numbered 1 to 6; there is no rule number 7.

Rule (*a*) remains unaltered.

The latter part of Rule (*b*) at present provides that the Chairman shall depute an officer to remain on board in charge of explosives. The Harbour Trust as a corporate body under Act II of 1886 has no authority afloat even inside the Harbour, so far as shipping is concerned. The concluding portion of this rule has been amended as follows: Upon receipt of any such notice, the Chairman of the Harbour Trust Board shall depute an officer to take charge of such explosives where they are landed, and until they shall have been removed from the Board's premises for deposit in the magazine on shore appointed for that purpose; or in cases where explosives are to be exported, until they shall have been shipped to the vessel named in such notice.

The Harbour Board as Conservator of the Port exercises authority afloat through its Executive Officer the Deputy Conservator, and the Preventive Officer who boards the ship with authority from the Collector of Sea Customs will, in connection with the rules regarding explosives, be placed under the orders of the Deputy Conservator.

Rule (*c*) has been completely recast; and now provides under six sub-heads for the procedure to be followed with all classes of explosives brought within port limits.

(I.) This is a portion of the old rule.

(II.) Safety cartridges, safety fuzes, and manufactured fireworks are now carried as ordinary cargo.

(III) & (IV.) The alterations are explained above.

(V) & (VI.) Gunpowder may at present be shipped or discharged inside the Harbour in any quantity. A limit of 6,000 lbs. has been imposed. Wet gun cotton, cordite, and the ordinary smokeless sporting gunpowders packed in small tins are considered to be no more dangerous than gunpowder.

Rule (*d*) has been simplified by the omission from it of the para which provides that in the shipping or discharging of explosives, tanned hides or wadmiltilts, and cushions properly stuffed and covered with leather, shall be used. No trading steamer carries such appliances, and this portion of *rule* (*d*) has always been a dead letter, because it could not be enforced.

Rule (*e*). An exception has been made in favour of safety cartridges, safety fuzes, and manufactured fireworks. Safety fuzes and Chinese crackers are treated as ordinary cargo on board those steamers which carry them.

Rule (*f*). The alterations proposed in this rule, as printed in italics on page 2 of Appendix to G. O., Marine, No. 993, have been adopted, with the exception of a few verbal changes.

Rule (*g*). It has been found that the limit of two boats unloading at one time when ships are landing dynamite outside the Harbour considerably delays the discharge; but there is only room for two boats in the small bay to the north of the old revetment. Beyond the extended revetment there is ample space on a sandy beach for a greater number of boats to discharge at one time. The limit there has therefore been raised to 4 boats which should enable a vessel to discharge in half the time now occupied in unloading dynamite and allied explosives.

Rule (*h*). This, as now amended, provides certain conditions under which explosives—which may be landed or shipped inside the Harbour under rule (*c*) (VI)—shall be handled; and an important addition has been made, *viz.*, "that all other cargo work on board shall be stopped while shipment or discharge of explosives is taking place."

The provision that the Chairman of the Harbour Trust Board shall grant permission to land or ship only on production of the required special permit from the Collector of Sea Customs has been omitted. This is a detail of Departmental procedure which the officer holding the dual appointment can deal with, and is superfluous in a rule for the landing and shipping of explosives.

Rule (*i*) remains unaltered.

Rule (*j*). The proposed addition giving the Chairman of the Harbour Trust Board power to depute a person to act on his behalf has been approved and adopted.

Rule (*k*) remains unaltered; as also rule (*l*) providing the penalty which may extend to rupees one thousand for contravention of any of the rules.

HERBERT BRADLEY.
T. G. R. FINNY, P. P. O.
L. G. WATKINS, MAJOR, R. A.
W. REIERSON ARBUTHNOT.
C. C. HIRD.
V. G. LYNN.
J. WHITSON.
R. HARPER.

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Harbour Trust Office,
MADRAS, 12th May 1899.

No. 23/8

FROM

Herbert Bradley 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 submit herewith for the information of Government the report of the Committee appointed under G.O.No.993 Marine dated 29th November 1898.

Flag F

2. Should Government approve the rules for landing and shipping explosives as drafted by the Committee, cordite shipped by the Right Hon'ble the Secretary of State will be landed inside the Harbour under rule C (VI).

3. A separate report will be made regarding the conveyance of explosives in vessels coming under the Indian Passengers Ships Act X of 1887.

Flag M.

I have the honour to be,
Sir,
Your Obedient Servant,

Herbert Bradley
Chairman,
Harbour Trust Board.

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