

EXECUTIVE COUNCIL.

No. 342.

Regulations made by the Governor-in-Council under Section 6 of the Dangerous Goods Ordinance, 1873, (Ordinance No. 1 of 1873), this 10th day of November, 1911.

The Regulations in relation to Dangerous Goods in General made by the Governor-in-Council and published in the *Government Gazette* of the 16th March, 1906, as varied by the Officer Administering the Government-in-Council and published in the *Government Gazette* of the 21st December, 1906, and as published on pages 28 to 30 of the Regulations of Hongkong, 1910, and as also varied by the Officer Administering the Government-in-Council on the 1st September, 1910, and published in the *Government Gazette* of the 2nd September, 1910, and as also varied by the Governor-in-Council on the 29th May, 1911, and published in the *Government Gazette* of the 2nd June, 1911, are hereby further varied as follows:—

1. Rule No. 6 is hereby revoked and the following is substituted therefor:—

“6.—(1.) During the time that any dangerous goods as aforesaid are waterborne in the waters of the Colony on board of any ship, they shall be protected either by being stowed under hatches or by being covered with serviceable tarpaulins, and no fires or naked lights shall be made or used, and no smoking shall be allowed, on board any such ship unless the said dangerous goods are stowed under hatches.

(2.) During the time that any dangerous goods as aforesaid are waterborne in the waters of the Colony on board any lighter or boat, they shall be protected either by being stowed under hatches or being covered with serviceable tarpaulins, and no fires or naked lights shall be made or used, and no smoking shall be allowed, on board any such lighter or boat under any circumstances.”

2. Rule No. 9 is hereby amended by the addition of the following at the end thereof:—

“The Southern Anchorage.
South of a line joining the points of Belchers Bay.”

No. 343.

Regulations made by the Governor-in-Council under Section 6 of the Dangerous Goods Ordinance, 1873, (Ordinance No. 1 of 1873), this 10th day of November, 1911.

The Rules and Regulations in relation to Case Oil made by the Governor-in-Council and published in the *Government Gazette* of the 16th March, 1906, and on pages 30 to 39 of the Regulations of Hongkong, 1910, as amended by the Officer Administering the Government-in-Council on the 31st May, 1910, and published in the *Government Gazette* of the 4th June, 1910, and as also amended by the Officer Administering the Government-in-Council on the 10th August, 1910, and published in the *Government Gazette* of the 12th August, 1910, are hereby further amended as follows:—

1. Rule No. 1 is hereby revoked and the following is substituted therefor:—

“1. In these Rules the words “Case Oil” shall mean petroleum and any product of petroleum, including naphtha and naphtha products, and also benzene, contained in tins or other cases, but shall not include:—

(i.) lubricating oils, or

(ii.) petroleum or any product of petroleum which, having been tested by the Government Analyst or other similar officer of this or any other British Colony or possession, has been certified by him not to give off an inflammable vapour at any temperature less than 150° Fahrenheit when tested in the manner laid down in the Schedule hereto.”

Interpretation.

2. Rule No. 5 is hereby revoked and the following is substituted therefor:—

“5. If the master of any vessel having on board case oil produces to the Harbour Master a certificate or certificates under the hand of the Government Analyst or other similar officer of this or any other British Colony or Possession, or from any analyst at the place of origin and attested by the British Consul at the port of shipment, that the petroleum on board his vessel does not give off an inflammable vapour at a temperature of less than 73° Fahrenheit when tested in the manner set forth in the Schedule hereto, and makes a statutory declaration that all the petroleum on board is covered by such certificate or certificates and was part of the petroleum, samples whereof were tested at the port or place named in the certificate, the Harbour Master may give permission for the vessel to at once proceed to one of the prescribed places and discharge petroleum. If, however, such certificate or certificates is or are to the effect that such petroleum does not give off an inflammable vapour at a temperature of less than 150° Fahrenheit, when tested in the manner set forth in the Schedule hereto, and the master of such vessel makes a statutory declaration that all the petroleum on board is covered by such certificate or certificates and was part of the petroleum, samples whereof were tested at the port or place named in the certificate, then and in such case the Harbour Master may give permission for the vessel to proceed to her anchorage and she shall no longer be treated as a vessel having on board dangerous goods under these Rules and Regulations.”

Power of Harbour Master on production to him of certificate as to flashing point.

3. Rule No. 6 is hereby revoked and the following is substituted therefor:—

“6.—(1.) If the declaration made by the master under Rule 4 shows that the case oil on board his vessel consists of benzene, naphtha or naphtha products, the Harbour Master shall satisfy himself in order that the oil may be safely transported by water and land, that it is securely packed in:—

- (a.) drums or barrels made of soft iron or mild steel having all joints either riveted or soldered or electrically welded, and strengthened or protected at each end by a strong iron or steel hoop welded or riveted on to the body of the drum, with two runners or rolling hoops welded or securely shrunk on to the body of the drum, such drums or barrels not being of a capacity of more than 65 gallons, each drum or barrel being provided with a well-fitting screw bung, the boss of which is electrically welded or riveted and soldered to the body of the drum, or,
- (b.) in strong hermetically sealed metal drums commonly known as Insurance Drums, each containing not more than 10 gallons, or,
- (c.) in hermetically sealed, well-soldered tins furnished with high screw-top outlets, each containing not more than 4 gallons, such barrels, drums, or tins being so filled as to leave an air space equal to at least 1/20 of the capacity of each barrel, drum, or tin, and the tins being protected by being enclosed in wooden cases, not more than two tins in one case, each wooden case having sides, top and bottom of not less than 5/8 inch board, and ends of not less than 7/8 inch board, fastened together by nails of a length of not less than 1 3/4 inches.

Power of Harbour Master as to benzene and naphtha.

Upon being so satisfied the Harbour Master may give permission for the vessel either to discharge such cargo in one of the prescribed dangerous goods anchorages or to proceed to one of the prescribed places and there deliver the oil to the person authorised to receive the same. Before giving such permission the Harbour Master may require the master of the vessel to procure a report from the Government Analyst as to the nature of the oil.

(2.) Every lighter, cargo boat, or other vessel, when being used for the purpose of conveying benzene, naphtha or naphtha products in the waters of the colony in quantities of more than 50 gallons shall carry a box or tank containing not less than 100 lb. of dry sand in such a position as to be immediately available at all times.

(3.) The owner, agent or master of a vessel from or into which benzene, naphtha or naphtha products is or are about to be landed, shipped or transshipped shall give notice to the Captain Superintendent of Police of the proposed landing, shipment or transshipment, and the Captain Superintendent of Police shall thereupon place a police guard on board such vessel during such landing, shipment or transshipment, such guard to be maintained at the expense of the owner, agent or master of such vessel."

4. Rule No. 8 is hereby revoked and the following is substituted therefor:—

"8. The Standard Oil Company's wharves at Lai Chi Kok and Lap Sa Wan, and the Asiatic Petroleum Company Limited's Wharves at North Point and Tai Kok Tsui, shall be the places to which vessels having or being about to take on board case oil may proceed with the permission of the Harbour Master. Otherwise such case oil must be discharged, or taken in, in one of the dangerous goods anchorages."

Places for discharging or taking on board case oil.

5. Rule No. 9 is hereby revoked and the following is substituted therefor:—

"9.—(1.) No case containing oil which is in a leaky or damaged condition shall be shipped or transshipped in the waters of the Colony, and should such leakage be found to have taken place from cases already shipped on board of any vessel it shall be lawful for the Harbour Master to cause such vessel to be removed, at the expense of the owner, agent or master thereof, to such place as he may deem necessary."

Leaky and damaged cases.

(2.) No case containing oil which is in a leaky or damaged condition shall be landed at any place in this Colony except at one of the places to which vessels having or being about to take on board case oil may proceed with the permission of the Harbour Master, and then only in order that it may be conveyed for the purpose of repair into some premises licensed for the storage of petroleum in bulk, petroleum fuel, or kerosine oil (in godowns). Such case shall be conveyed into such premises with all possible speed and with all possible care, and shall be stored there only in accordance with the conditions of the licence under which the said premises are used."

No. 344.

Regulations made by the Governor-in-Council under Section 6 of the Dangerous Goods Ordinance, 1873. (Ordinance No. 1 of 1873), this 10th day of November, 1911.

The Rules and Regulations in relation to Bulk Oil made by the Governor-in-Council and published in the *Government Gazette* of the 16th March, 1906, and on pages 40 to 50 of the Regulations of Hongkong, 1910, as amended by the Governor-in-Council on the 4th May, 1911, and published in the *Government Gazette* of the 12th May, 1911, are hereby further amended as follows:—

1. Rule No. 1 is hereby revoked and the following is substituted therefor:—

"1. In these Rules—

"Petroleum" means petroleum and any product of petroleum, including naphtha and naphtha products, and also benzene, but does not include (i) lubricating oils, or (ii) petroleum tar or petroleum fuel, which after being tested by him, has been certified by the Government Analyst or other similar officer of this or any other British Colony or Possession not to give off an inflammable vapour at any temperature less than 150° Fahrenheit when tested in the manner set forth in the Schedule hereto.

"Petroleum in Bulk" means petroleum as above defined in any vessel, tank, compartment, or receptacle having a capacity of 300 gallons and upwards.

"Tank Ship" means any ship conveying or intended to convey petroleum in bulk.

Interpretation.