

(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.

“High Flash Petroleum” means petroleum which does not give off an inflammable vapour at any temperature less than 73° Fahrenheit when tested in the manner set forth in the Schedule hereto.

“Low Flash Petroleum” means petroleum which gives off an inflammable vapour at a temperature of less than 73° Fahrenheit when tested in the manner set forth in the Schedule hereto.”

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

“2. Every tank ship arriving in the waters of the Colony having on board petroleum in bulk and every ship being about to take on board such petroleum from the licensed premises hereinafter mentioned shall hoist a red flag at her fore-truck and the flags T.H.E. of the International Code (signifying “Petroleum Oil”) at her main truck and shall keep such flags flying during the hours of daylight whilst any petroleum is on board and thereafter until the Harbour Master is satisfied that the holds are clean and ventilated, and, during the same period, every such ship shall by night display 2 red lights vertically where best seen and at a height of not less than 20 feet above the deck.”

Flags and lights.

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

“3. Every tank ship having on board petroleum in bulk if bound for either the Tai Kok Tsui Depôt or the Lai Chi Kok Depôt shall anchor in the Western Dangerous Goods Anchorage, and if bound for the North Point Depôt shall anchor in Kowloon Bay outside the Harbour boundary, and such ship shall not move from such position without the permission of the Harbour Master.”

Position to be taken up by tank ships

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

“4.—(1.) During the time that any tank ship having on board petroleum in bulk is within the waters of the Colony no fires or lights except the electric light shall be used on board or in the immediate vicinity of the ship while the tanks or petroleum compartments are discharging or receiving petroleum, and no person on board shall smoke or carry matches. But this regulation shall not be deemed to prohibit engine-room fires or galley fires.

Fires and lights on board.

(2.) During the time that any tank ship having on board petroleum in bulk is within the waters of the Colony, all the tanks or petroleum compartments shall be kept closed to the air, except so far as is absolutely necessary for the discharge of the petroleum, or for procuring the samples required by Rule 7 (2) and the mouth of any ventilator in connection with the tank or petroleum compartment, shall be always protected by a wire gauze cover.”

Tanks and petroleum compartments to be kept closed and ventilators protected.

5. Sub-section (7) of Rule 7 is hereby revoked and the following is substituted therefor :—

“(7.)—(a.) If the certificate of the Government Analyst certifies that none of the samples of petroleum gives off an inflammable vapour at any temperature less than 150° Fahrenheit when tested in the manner set forth in the Schedule hereto, then, upon payment of the testing fees and upon obtaining the permission of the Harbour Master, to proceed to her anchorage, the ship shall no longer be treated as a tank ship under these regulations.

Ship with certain quality of petroleum no longer treated as a tank ship

(b.) If the certificate of the Government Analyst certifies that none of the samples of petroleum is low flash petroleum the tank ship may, upon payment of the testing fees and upon obtaining the permission of the Harbour Master, proceed to one of the wharves hereinafter mentioned and the petroleum may be discharged as hereinafter provided.

Discharge of petroleum on certificate of Government Analyst.

(c.) If the certificate of the Government Analyst certifies, or if the declaration provided for in Rule 5 shows, that any of the petroleum on board a tank ship is low flash petroleum, then, unless a permit shall have been obtained under sub-section (d), (e) or (f) of this section of this rule, the ship shall forthwith leave the waters of the Colony upon being ordered to do

Ship with low flash oil to leave Colony.

so by the Harbour Master and by such route as he may direct, or if he does not direct any particular route then by the route by which it entered the waters of the Colony.

- (d.) If a tank ship has on board high flash petroleum for this Colony and also low flash petroleum for some place outside of this Colony the Harbour Master may issue a permit for the ship to proceed to one of the wharves hereinafter mentioned and there discharge the high flash petroleum. Before issuing any such permit the Harbour Master shall cause all the tanks which contain any low flash petroleum to be sealed and shall obtain from the master or agents an undertaking to his satisfaction that none of the low flash petroleum shall be discharged within the Colony. Before granting clearance to any such ship the Harbour Master shall cause the seals to be inspected and shall obtain from the master a statutory declaration to the effect that none of the low flash petroleum has been discharged within the Colony. Ship with low flash oil: permit to transship high flash oil.
- (e.) If a tank ship has on board high flash petroleum for this Colony and also low flash petroleum for some place outside of this Colony the Harbour Master may issue a permit for the transshipment of the low flash petroleum upon obtaining from the master or agents an undertaking to his satisfaction that none of the low flash petroleum shall be landed in this Colony. Every such transshipment shall be made only into another tank ship or into a properly constructed and equipped tank lighter and shall take place without delay in one of the anchorages specified in Rule 3, and the tank ship or tank lighter receiving such low flash petroleum shall immediately leave the waters of the Colony direct from such anchorage. Permit to transship low flash oil.
- (f.) If a ship which has on board low flash petroleum arrives in the waters of the Colony in distress and is unable to proceed on its voyage without going into dry dock the Harbour Master may issue a permit for the ship to proceed to one of the wharves hereinafter mentioned and there discharge the low flash petroleum in order to enable the necessary repairs to be effected. Before issuing any such permit the Harbour Master shall obtain from the master or agents an undertaking to his satisfaction that all the low flash petroleum shall be re-shipped, and before granting clearance to any such ship the Harbour Master shall obtain from the master or agents a statutory declaration to the effect that all the low flash petroleum has been re-shipped. Ship in distress: permit to discharge low flash oil.
- (g.) No low flash petroleum whatsoever shall be discharged or transhipped within the Colony except in accordance with these Rules and in accordance with the Rules and Regulations in relation to Case Oil." No low flash oil to be discharged or transhipped.

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

"9. The wharves immediately opposite the premises licensed for the storage of petroleum in bulk at Tai Kok Tsui, North Point, and Lai Chi Kok shall be the places to which tank ships having, or being about to take on board, petroleum in bulk, shall proceed, and every ship as aforesaid in proceeding to or from the wharf at Tai Kok Tsui shall, unless special permission to the contrary has been given by the Harbour Master, take the route by way of the passage North of Stonecutters' Island." Places for discharging or taking on board petroleum.

7. Rule No. 10 is hereby revoked and the following is substituted therefor:—

"10. During the time that any tank ship is moored or made fast alongside any of the said wharves two certificated officers of the ship, of whom one shall be a deck officer, shall remain on board." Officers to be on board ship when alongside wharf.

8. Rule No. 12 is hereby revoked and the following is substituted therefor:—

"12.—(1.) When no tank ship or tank lighter (having petroleum on board or being about to take petroleum on board or having recently discharged petroleum) is alongside any of the wharves mentioned in Rule 9, such wharf may be used for the purpose of discharging or shipping case oil within the meaning of the Case Oil Rules provided that such discharging or transshipment is authorised under the said Rules, or for the purpose of landing empty drums or other vessels to be taken into the licensed premises, or steamers may go alongside to take in petroleum fuel for bunker purposes. When not being used for any of the above purposes the wharves may be used for any other purpose." Use of Wharf.

(2.) Not more than one tank ship shall go or be alongside any wharf at one time; nor when a tank ship is discharging or shipping petroleum shall any other ship, vessel or junk of any description whatever be alongside the wharf or the tank ship. Provided that two tank ships, or a tank ship and a tank lighter, may be alongside at one time for the purpose of the transshipment of petroleum where such transshipment is authorised either by these Rules or by the Case Oil Rules."

9. Rule No. 13 is hereby revoked.

10. Rule No. 14 is hereby revoked.

11. Rule No. 15 is hereby amended by altering the number of the Rule to 13.

12. Rule No. 16 is hereby amended by altering the number of the Rule to 14, and by the substitution of the word "An" for the word "All" in the 12th line thereof.

13. Rule No. 17 is hereby amended by altering the number of the Rule to 15.

No. 345.

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

1. The Conditions of Licence to store Petroleum in Bulk made by the Governor-in-Council and published in the *Government Gazette* of the 9th October, 1906, and on pages 51 and 52 of the Regulations of Hongkong, 1910, are hereby amended by the addition of the following condition:—

"18. No case containing oil which is in a leaky or damaged condition shall be conveyed into the premises except for the purpose of repair. Such case shall be stored only in a filling shed or in an open shed with a tiled roof and built within an area surrounded by an embankment or wall specially provided for the repairing of leaky and damaged cases."

2. The Conditions of Licence to store Petroleum Fuel made by the Governor-in-Council and published in the *Government Gazette* of the 9th October, 1906, and on pages 53 and 54 of the Regulations of Hongkong, 1910, are hereby amended by the addition of the following condition:—

"16. No case containing oil which is in a leaky or damaged condition shall be conveyed into the premises except for the purpose of repair. Such case shall be stored only in a filling shed or in an open shed with a tiled roof and built within an area surrounded by an embankment or wall specially provided for the repairing of leaky and damaged cases."

3. The Conditions of Licence to store Kerosine Oil (in Godown) made by the Governor-in-Council and published in the *Government Gazette* of the 9th October, 1906, and on pages 54 and 55 of the Regulations of Hongkong, 1910, are hereby amended as follows:—

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

"6. An open shed with a tiled roof shall be provided for the storage of leaky and damaged kerosine cases. The storage of such cases elsewhere is prohibited."

2. Condition No. 8 is hereby revoked.

10th November, 1911.