

of taking in or discharging such goods. Such ship shall be anchored or moored at such place within the harbour clear of the shipping as the Harbourmaster shall direct.

133. The master of any ship carrying explosives shall, while in any harbour in the Dominion, ensure that the rules for handling explosives in port made under the Explosives and Dangerous Goods Act, 1908, are strictly complied with.

134. The above clauses 127 to 133, both inclusive, of these regulations shall not apply to British merchant ships armed under the authority of the British Admiralty.

Petrol.

GENERAL.

135. (1) On or before the arrival in port of any petrol-ship the master or owner thereof shall inform the Harbourmaster of the quantity of petrol on board and the manner in which it is stowed.

(2) Prior to commencing loading or landing petrol on or from any petrol-ship the master or owner of such ship shall notify the Harbourmaster of his intention so to do, the time and place of such loading or landing, and the quantity which he proposes to load or land.

136. On or immediately prior to the arrival in port of any petrol-ship, and so long as the ship remains in port, the master shall—

(a) Display by day a red flag not less than 3 ft. square with a white circular centre 6 in. in diameter, and by night a red light at the masthead or where it can best be seen but not less than 20 ft. above the deck, and so that such flag or light is clear of all obstructions and clearly visible in all directions:

(b) When the vessel is berthed at any wharf or landing-place, exhibit, at the forward side of the gangway, a notice-board with the words "DANGER—NO SMOKING" printed in conspicuous lettering not less than 6 in. in size, and by night display a red light at the after side of the gangway, and a white light over the forward side, over the said notice-board.

137. While in port the master of every petrol-ship shall—

(a) Berth or moor the ship only at such wharf or place as may be approved by the Harbourmaster;

(b) Keep the holds and spaces containing petrol securely closed, except when opened for loading or unloading; and

(c) Cause the cargo, so far as it consists of petrol, to be unloaded with all possible despatch; and

(d) Ensure that the radio transmitting apparatus on the ship is not operated in any way.

138. The following requirements with respect to the landing or loading of petrol within the harbour shall be duly observed:—

(a) Before any petrol contained in casks, barrels, or other containers is landed, the holds of a petrol-ship having on board such containers shall be thoroughly ventilated, and, after all petrol has been removed from any petrol-ship, the holds and tanks shall be rendered free from inflammable vapour:

Provided that this regulation shall not be deemed to require to be free from inflammable vapour the tanks of a petrol-ship which leaves the harbour without delay after the discharge of petrol, or remains only for the purpose of taking on board bunkers, stores, or ballast, or for such other purposes as may be approved by the Harbourmaster and of which ship the tanks are closed down immediately after the discharge of such petrol.

(b) Petrol shall not be landed or loaded, except during daylight, which for the purpose of this regulation shall be deemed to be the period of each day from one hour before sunrise to one hour after sunset:

Provided that tank-ships which shall have commenced discharging or loading of petrol during daylight may be permitted by the Harbourmaster to continue discharging into reservoirs on shore, or into tank-barges, or loading into their own tanks subject to such conditions as may be imposed by him, but should anything occur during such discharge or