

(c) That such ship is fitted with an electric-light system.

(d) Such other conditions as may, in the discretion of the Engineer-Surveyor of Ships, be imposed.

(3) Such certificate or license shall expire on the date of expiry of the ship's survey certificate, but may be withdrawn at any time prior to that date if the Chief Surveyor of Ships deems it necessary to do so.

149. (1) No petrol shall be conveyed, loaded, or discharged on or from a petrol-ship unless such petrol is contained in tanks, drums, tins, or other containers which are of such strength and construction as not to be liable to be broken or to leak, except in cases of gross carelessness or extraordinary accident.

(2) It shall be the duty of every member of the crew of a ship loading petrol, or any waterside worker assisting in such loading, forthwith to report to the master or officer in charge of the loading the presence of any leaky containers that may come under his observation.

(3) It shall be an offence against these regulations for any person to ship petrol, or to cause or allow petrol to be shipped, if to his knowledge any such petrol is escaping or is likely to escape from any container in which it is contained.

(4) It shall be an offence against these regulations for the master or owner of any ship to receive on board that ship any petrol if to his knowledge any such petrol is escaping or is likely to escape from any tin or other receptacle in which it is contained.

150. (1) A Superintendent of Mercantile Marine may, on the application of the master or owner of a ship, grant a license for the carriage of a limited quantity of petrol on approved deck spaces of such ship as deck cargo, subject to the following conditions:—

(a) That paragraph (c) of clause (2) of Regulation 148 of these regulations is complied with.

(b) That no such petrol is carried within 30 ft. of any galley funnel liable to omit dangerous sparks, or within 15 ft. of openings leading into the crew's quarters, the machinery or boiler spaces, or passenger cabins.

(c) That no such petrol is carried on any deck or part thereof set aside or available for passengers, or in the vicinity of the ship's lifeboats.

(2) Petrol when carried as deck cargo shall be efficiently protected from the direct rays of the sun.

(3) When petrol is carried as deck cargo conspicuous notices shall be posted up drawing attention to the danger arising from smoking or striking matches near the deck cargo.

(4) The license, when granted, shall be subject to the Deck Cargo Regulations, and a copy shall be kept posted in the chart-room or other place available to the crew.

151. (1) No packed petrol shall be loaded into any hold or space in a ship unless such hold or space is fitted with efficient ventilators, half of which shall extend to the bottom of such hold or space and the other half shall be practically flush with the deck. The short ventilators shall be labelled "outlet" or "to leeward," and the long "inlet" or "to windward." The ventilators shall be fitted with large cowl-heads and their openings with double fine brass-wire gauze.

(2) If the hold or space of a ship is allotted wholly to petrol, the ventilators shall be removed after loading and the hold or space sealed up. If petrol forms a proportion only of the total cargo in a hold or space, the ventilators shall be kept in place during the whole time the petrol is on board.

PETROL ON WHARVES.

152. No person shall deposit any petrol or cause or allow any petrol to be deposited on any wharf or in any shed on any wharf or on or in any place within 50 ft. of any wharf without the permission of the Harbourmaster or Wharfinger, and no person shall deposit any petrol or allow any petrol to remain on any such wharf or place at any time between sunset and sunrise, unless he has obtained in writing the permission of the Harbourmaster or Wharfinger to allow such goods to be placed or allowed to remain on such wharf or place.

153. Except with the written permission of the Harbourmaster or Wharfinger, no greater quantity of petrol shall be placed on any wharf other than can be handled in a period of one hour with the means of transport available.