

154. No petrol shall be handled or deposited upon any wharf, or in any place within 50 ft. of any wharf, until notice-boards with conspicuous lettering not less than 6 in. in size and bearing the words "DANGER—NO SMOKING" have been erected in such conspicuous positions not less than 50 ft. from such petrol as to be visible from every point of access to such wharf or place.

155. When petrol is upon any wharf or in any place within 50 ft. thereof, no person shall smoke, or have in his possession or under his control any fire, or means of ignition, or light other than an approved safety-lamp, within 50 ft. of such petrol.

156. When any vessel is loading or unloading petrol, or any petrol is stored on any wharf, no person shall bring any locomotive, in which steam is generated by combustion in open fires, within 50 ft. of any such vessel or storage space.

157. The owner or other person entitled to receive delivery of any petrol for or from any vessel shall, if it is unloaded on any wharf or landing-stage, remove it from that wharf or stage with the utmost possible despatch.

158. Fires and lights other than electric filament and/or self-contained electric lamps, heaters, cookers, or other similar type of safe apparatus, so designed, constructed, and maintained as to be incapable of igniting petrol-vapour, shall not be used upon any wharf upon which petrol is being loaded or landed, or upon which petrol is lying.

PETROL IN BULK.

159. In addition to General Regulations Nos. 135 to 143 inclusive hereof, the following regulations shall apply to all ships arriving with, loading, or discharging petrol in bulk.

160. No petrol in bulk shall be unloaded alongside any wharf from any ship, or transferred to or from any ship, which has not been specially constructed for the carriage of petrol in bulk.

161. The master of any ship carrying petrol in bulk shall, unless exempted in writing by the Harbourmaster, immediately on the ship being berthed, have steel-wire hawsers sufficiently strong to enable the ship to be hauled away from the berth, placed over the fore and after ends of the ship and made securely fast on board, and such hawsers shall remain in position so long as any petrol is on board or until the ship has been cleansed and ventilated.

162. Lightning-conductors shall be fitted to each mast of all wooden petrol-ships and to each mast of steel petrol-ships if the masts of such petrol-ships are of wood.

163. The master or owner of any ship carrying petrol in bulk shall not commence the shipment or discharge of such cargo on or from such ship unless and until—

- (a) A barricade efficient to prevent access to the ship and pipe-line hose-connections by any unauthorized person has been erected to the satisfaction of the Harbourmaster; and
- (b) A watchman has been stationed at each opening of such barricade to prevent the entrance of any unauthorized person and to take charge of matches or other articles for purposes of ignition from all persons entering the area barricaded; and
- (c) All matches or other articles for purposes of ignition have been collected from the members of the crew and from all persons on the ship; and
- (d) The arrangements for safety have been approved by the Harbourmaster.

164. Before any pumping of petrol is commenced on any ship the master or owner shall ensure that a competent signalling staff is in attendance both at the tank installation and on board such ship, or that direct uninterrupted telephonic communication between the same points is established for use during the period of pumping. The master or owner shall also detail a responsible person for attendance on the wharf to superintend the opening and closing of valves and for patrol of the pipe-line.

165. The following precautions in the loading or unloading of petrol in bulk shall be taken by the master of the ship:—

- (a) Pipes and hoses, constructed to be resistant to petrol and maintained in good order, free from leakage and gastight, shall be used for connecting from ship to shore installation.