

(b) A non-return valve shall be placed immediately behind the connection between hose and shore installation pipe, and, where required by the Harbourmaster, at the shore end of the wharf also.

(c) When pumping ceases temporarily valves on ship and on shore pipe-line shall be closed.

(d) On completion of the loading or unloading, pipe-lines under any wharf shall be thoroughly cleared of petrol by flushing with water and shall be kept full of water.

(e) All openings in the tanks shall be closed gastight immediately on completion of loading or unloading.

(f) An adequate number of suitable drip-trays shall be provided for use under any valves and fittings which may be found leaking; an adequate supply of sawdust shall be available for use, if necessary, on the decks in the vicinity of such valves and fittings, and the scuppers shall be securely closed in order to prevent the escape of oil from the ship.

(g) No unauthorized person shall be permitted to be on board the ship while shipment or discharge is in progress.

166. The master of the ship shall ensure that the lids, screw-caps, or other removable coverings of the tanks shall be kept securely fastened, screwed down, and gastight, except so far as may be necessary to enable inspection, shipment, or discharge of the petrol to proceed: Provided that, immediately upon the removal of any lid, screw-cap, or other covering, or except during the actual operation of inspection, safety wire gauzes shall be properly fitted or other efficient steps taken, to the satisfaction of the Harbourmaster, to prevent the ignition of the petrol or any vapour therefrom.

#### **Fuel Oil and Kerosene.**

167. The provisions of Regulations 135, 136, 137, 142, and 143 of these regulations shall apply to ships loading, discharging, or carrying fuel oil or kerosene as cargo, whether in bulk or in containers, and the provisions of Regulation 149 of these regulations shall apply to kerosene in containers.

#### **Petrol and Kerosene Exemption.**

168. Nothing in these regulations shall apply in any case where the total quantity of petrol or kerosene loaded, transhipped, or discharged, or proposed to be loaded, transhipped, or discharged, on or from any ship on any occasion is less than 200 gallons.

#### **Harbourmasters.**

169. A candidate for the position of Harbourmaster at any port which requires a Harbourmaster whose whole time is devoted in connection with the harbour or pilotage must be a British subject of not less than twenty-five years of age, and must hold a foreign-going certificate of competency as master.

170. He must produce certificates to date of good conduct and sobriety, also medical certificate that he is in good health and not afflicted with any bodily infirmity rendering him unfit for the duties of the position.

171. He must also produce a recent form-and-colour-test certificate, as required by the latest Regulations for Examination of Masters and Mates.

172. Regulations 169 to 171 hereof shall not apply to ports where the Harbourmaster is not required to devote the whole of his time to duties of the position, or to the service of the Government or Harbour Board employing him.

#### **Pilots.**

173. Before any person can receive an appointment as a pilot he must pass before a Board an examination in the subjects and fulfil the conditions set forth below.

174. The Board shall be composed of not less than two nautical officers to be appointed by the Marine Department, each of whom shall possess a certificate of competency as master; at least one member of the Board must have a thorough knowledge of the harbour, river, or roadstead, and its approaches, in respect of which the candidate is to be examined.