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BYE-LAWS

FOR

LARNE HARBOUR,

UNDER "THE EXPLOSIVES ACT, 1875,"

LARNE:

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1876.

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# LARNE HARBOUR.

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## BYE - LAWS

IN PURSUANCE OF

“The Explosives Act, 1875” (38 Vic., cap. 17.)

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**1**—The expressions contained in the following Bye-Laws shall respectively have and include the several meanings assigned to them or defined in “The Explosives Act, 1875.” By that Act gunpowder is included under the term “explosive.”

**2**—After these present Bye-Laws take effect, the Bye-Laws regarding gunpowder in the General List of Harbour Bye-Laws shall be, and the same are, hereby repealed.

**3**—The quantity of explosive to be conveyed in any ship or boat shall not exceed 2,000 lbs., unless the ship or boat has a close deck, so closed as to effectually protect the explosive against accident by fire from without.

**4**—Boats shall not carry more than 50,000 lbs. each of explosive.

**5**—When two or more ships, not having a close deck, or boats conveying explosive exceeding in the aggregate, the amount respectively allowed by the two preceding regulations to be conveyed in one such ship or boat, are travelling together a space of at least 50 yards shall be kept between each such ship or boat, and every other such ship or boat.

**6**—The master of every ship or boat which enters the harbour of Larne with any explosive on board shall, on nearing the harbour, display at the mainmast head (or, if the vessel has no mast, on a staff), by day a square red flag. by night, a red light; and, during the time that such ship or boat remains in the harbour with any explosive on board, shall display at the mainmast head (or on a staff, as the case may be) a square red flag. The master of such ship or boat shall also and without delay inform the Harbour Master of the nature and quantity of every explosive on board the ship or boat, and the names of the owners thereof.

Such ship or boat shall not stay in the harbour longer than may be reasonably necessary.

**7**—The master of every ship or boat having any explosive on board shall proceed to such berth as the Harbour Master shall direct, and shall not move his ship or boat from such berth without the authority of the Harbour Master.

**8**—The Harbour Master may, in the interests of public safety, place a watchman on board any ship or boat having any explosive on board.

**9**—The Harbour Master may require any part or the whole of any explosive on board any ship or boat to be unshipped. No person shall load, unload, or convey any explosive without previously giving notice to, and obtaining the permission of, the Harbour Master.

**10**—Every explosive unshipped in the harbour shall, whilst within the limits of the Harbour, be so disposed of as the Harbour Master may direct. No explosive shall be allowed to remain on any wharf, but every explosive not on board a ship or boat shall, without delay, be removed to such place of safety as the Harbour Master may direct.

**11**—In loading or unloading any explosive the casks or packages containing the same shall be passed from hand to hand, and shall not be rolled upon the ground. Such casks or packages shall not be thrown or dropped down, but shall be carefully deposited and stowed. Such loading or unloading shall not take place except in the presence of an officer or constable of the Harbour:

Immediately before and after loading or unloading explosive into or from any ship or boat, the hold, gangways, and decks shall be carefully swept and cleaned. The place of shipment or unshipment shall also be carefully swept and cleaned, and wad mill tilts or hides laid down thereon.

**12**—If, in loading or unloading, any explosive should escape from the cask or package in which it is contained, or be spilt, it is to be at once thrown into the water:

**13**—No fires (except engine-room fires), lights, or smoking, shall be allowed on any ship or boat having any explosive on board, or during the loading or unloading of any explosive, or in the vicinity of the place where the loading or unloading or conveyance of any explosive is going on. The persons engaged in loading or unloading or conveying any explosive shall wear shoes or slippers without iron nails or tips of any kind, and shall not have any lucifer matches or other means of striking a light about them.

**14**—An hour before any explosive is taken on board any ship or boat, all fires (except engine-room fires, which must be previously carefully banked up) and lights shall be extinguished, and no explosive shall be discharged from any ship or boat unless her engine-room fires have been carefully banked up, and her other fires and lights have been extinguished for an hour previous to such discharge. No explosive shall be loaded on board, or discharged from, any ship or boat whilst she is alongside of or attached to any steam vessel whose engine-room fires are lighted, unless such fires have previously been carefully banked up.

**15**—Steam Winches or Cranes are not to be used in loading or discharging explosive.

**16**—No explosive shall be loaded, unloaded, or conveyed, except between sunrise and sunset.

**17**—The hatches when closed are to be covered with tarpaulins, securely battened, and are only to be opened when necessarily for loading or unloading the cargo, or for any absolutely necessary purpose.

**18**—Ships or boats employed in the conveyance of explosive may be constructed of wood in the ordinary manner, with the following exceptions:—

**19**—All exposed iron or steel in the hold to be covered with sheet lead, or in some other manner to be approved of by the Harbour Master.

**20**—Double bulkheads, without openings in them, are to be placed at each end of the hold where the explosive is stowed.

**21**—The fire-place to be placed not less than six inches from the bulkhead of the hold, which bulkhead at the back of the fire-place is to be lined or covered with a double sheet of lead, and the cabin floor is likewise to be lined with lead.

**22**—All packages containing explosive shall be laid in the hold of ships or boats upon, and covered with tarpaulin, raw hides, wad mill tilts, or other suitable material.

**23**—No passengers are to be carried on board the boats when they are wholly or partly laden with explosive.

**24**—In any ship carrying a greater quantity than 300 lbs. of explosive, and in boats carrying explosive, due precautions shall be taken by means of a bulkhead or partition, or otherwise, and by careful stowing, to secure the explosive carried from being brought into contact with, or endangered by, any other article or substance conveyed in such ship or boat, which is liable to cause fire or explosion.

**25**—Any explosive of the 5th (Fulminate) Class, or any such explosive of the 6th (Ammunition) Class, as contains its own means of ignition, or any explosive of the 7th (Firework) Class, shall not be conveyed in the same ship or boat with any explosive not of the class and division to which it belongs, unless it be sufficiently separated therefrom, to prevent any fire or explosion which may take place in one such explosive being communicated to another, and any explosive exceeding 50 lbs. shall not be conveyed in a ship or boat which is carrying as merchandise any article liable to cause or communicate fire or explosion, such as charcoal, lucifer matches, articles for striking a light, or petroleum, as defined by the Petroleum Act, 1871, or any Act repealing or amending the same.

**26**—In boats conveying explosive, due provision shall be made for preventing the introduction into such boat, of fire, lucifer matches, or any substance or article likely to cause explosion or fire, or the introduction of any iron, steel, or grit, so as to come into contact with such explosive; and in any such boat in which the explosive conveyed is liable to be dangerously affected by water, due precaution shall be taken to exclude water from coming into contact with such explosive. This regulation shall not prevent the introduction of an artificial light of such construction, position, or character, or of safety matches of such character as not to cause any danger of fire or explosion.

**27**—Any explosive which for the time being is neither authorised (by license or continuing certificate) to be manufactured for general sale, nor authorised by license to be imported for general sale, may be carried only in such manner as shall be specially directed by the Proprietor of Larne Harbour, provided that this Bye-Law shall not extend to any explosive which, under section 40, sub-section 9 of the Act, or under any Order in Council made in pursuance of such Section, may lawfully be imported without any license.

**28**—No person shall, when smoking, approach or pass the magazine or other place for storing any explosive whilst any explosive is being conveyed to or from such magazine or place.

**29**—The master of every ship or boat having any explosive on board who shall receive special services from any of the Harbour officials, shall be required to pay a reasonable sum in consideration of such services:

**30**—The Harbour Master may, by word of mouth exempt any ship or boat from the operation of any or all of the foregoing Bye-Laws (with the exception of No. 25) in the case of explosive of the 1st Division of the 6th (Ammunition) Class.

*The above Rules shall not apply to ships or boats carrying a quantity of explosive not exceeding 5 lbs.*

Any person infringing these Bye-Laws, or any one of them, shall be liable to a penalty not exceeding £20 for each offence, and £10 for each day during which the offence continues, and forfeiture of all the explosives.

The foregoing Bye-Laws shall not alter or affect in any way the exemptions and savings referred to in "The Explosives Act, 1875."

JOHN BAXTER,  
HARBOUR MASTER.

Harbour Office, Larne,  
10th May, 1876.