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PETROLEUM (CONSOLIDATION) ACT
(NORTHERN IRELAND), 1929.

LARNE HARBOUR

BY-LAWS

MADE BY

THE LARNE HARBOUR LIMITED,
WITH RESPECT TO THE LOADING, UNLOADING,
ETC., OF PETROLEUM SPIRIT AND CARBIDE OF
CALCIUM AT LARNE HARBOUR.

APPLICATION.

1.—These By-Laws shall apply to all parts of the Harbour of Larne within the jurisdiction of Larne Harbour Limited. Such By-Laws shall come into operation on confirmation thereof by the Ministry of Commerce, Northern Ireland, as from which date the By-Laws under the Petroleum Acts, 1871, and 1879 made by Larne Harbour Limited and confirmed by the Board of Trade on 1st day of March, 1916, are hereby revoked.

INTERPRETATION.

2.—The expressions contained in these By-Laws shall have the meanings respectively assigned to them in the Petroleum (Consolidation) Act (Northern Ireland), 1929, and in this By-Law.

“The Harbour” shall mean the Harbour of Larne.

“The Authority” shall mean the Larne Harbour Limited.

“Petroleum Spirit” shall have the meaning assigned to it in Section 23 of the Petroleum (Consolidation) Act (Northern Ireland), 1929.

NOTICE.

THE ATTENTION OF OWNERS AND MASTERS OF VESSELS ENGAGED IN THE PETROLEUM SPIRIT TRADE IS PARTICULARLY DIRECTED TO THE PROVISIONS OF THE OIL IN NAVIGABLE WATERS ACT, 1922, WHICH PRESCRIBES PENALTIES FOR ALLOWING OIL, SPIRIT, OR OILY WATER TO BE DISCHARGED OR TO ESCAPE WHETHER DIRECTLY OR INDIRECTLY INTO NAVIGABLE WATERS. MAXIMUM PENALTY £100.

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"Petroleum Ship" shall mean any vessel having on board or about to take on board a cargo, the whole or any part of which consists of petroleum spirit, or having discharged petroleum spirit, if the holds and tanks have not been rendered free from inflammable vapour to the satisfaction of the Harbour Master.

"Owner" shall mean owner or master of the petroleum ship or the owner of the petroleum spirit as the case may require.

"Master" shall mean master or other person having command, charge or management of a petroleum ship for the time being.

"Harbour Master" shall mean the Harbour Master or other officer duly appointed by the Authority or any person having authority to act in such capacity.

"Quay" shall mean any quay, pier, jetty, wharf, landing stairs, shore or other landing or loading place within the Harbour.

PART I. PETROLEUM SPIRIT.

3.—Whenever any petroleum ship enters the Harbour the owner or ship's agent shall forthwith give notice in writing (if not previously given) to the Harbour Master at Larne Harbour of the quantity of petroleum spirit in such ship and of the manner in which such petroleum spirit is stowed. Such notice shall be deemed to be the notice to the Port Authority required by Section 8 of the Petroleum (Consolidation) Act (Northern Ireland), 1929.*

4.—The master of every petroleum ship shall on nearing the Harbour and during the time that such ship remains in the Harbour display at the mast head or where it can best be seen, but not less than twenty feet above the deck, by day a red flag not less than three feet square with a white circular centre six inches in diameter, and by night a red light of such a character as to be visible from all directions, in addition to any navigation light which may be required by any other Regulations, Rules or By-Laws, provided that in the case of a petroleum ship being a barge or other vessel which cannot normally comply with this by-law, the master of such petroleum ship shall display by day in a

* For provisions of this Section, see Appendix.

conspicuous position above the deck a red flag of metal not less than eighteen inches square with a white circular centre six inches in diameter, and by night a red light of such a character as to be visible from all directions.

5.—No petroleum ship shall approach further up the Harbour than the Outer Lighthouse, known as Chaine Tower, without an order from the Harbour Master.

6.—The master of every petroleum ship shall anchor or moor his ship only at such place as the Harbour Master shall from time to time direct, and shall not remove his ship therefrom without the permission of the Harbour Master, except for the purpose of proceeding to sea.

7.—The following rules in respect of the loading or unloading of petroleum spirit shall in every case be complied with:—

(a) Before any petroleum spirit is loaded on or unloaded from a petroleum ship the owner shall give notice to the Harbour Master of the time and place of such loading or unloading, in sufficient time to enable the Harbour Master or his deputy to attend on board if he shall think fit before such loading or unloading is commenced.

(b) No petroleum spirit shall be loaded or unloaded at any quay other than such a quay as the Harbour Master shall from time to time direct.

(c) Before any petroleum spirit contained in casks, barrels, drums or other receptacles is loaded into or unloaded from a petroleum ship, the holds or spaces in which they are stowed or to be stowed shall be thoroughly ventilated, and after all petroleum spirit has been removed from any petroleum ship the holds and tanks shall be rendered free from inflammable vapour.

Provided that this By-Law shall not be deemed to require to be free from inflammable vapour the tanks of a petroleum ship which leaves the Harbour without delay after the discharge of petroleum spirit, 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 Harbour Master if the said tanks are securely fastened down immediately after the discharge of such petroleum spirit and are not again opened while the ship is in the Harbour.

(d) Petroleum spirit shall not be loaded or unloaded, except between the hours of sunrise and sunset.

Provided that a petroleum ship which shall have commenced discharging or loading petroleum spirit in bulk not less than one hour before sunset shall be permitted to continue such discharge into reservoirs on shore or to continue loading into her own tanks, but should anything occur during such discharge or loading after sunset, to necessitate a repair to the plant pipes or connections or to interfere in any way with the uninterrupted discharge or loading of the petroleum spirit such discharge or loading shall be discontinued until after sunrise.

(e) No connections for discharging or loading petroleum spirit may be made, nor blank flanges removed or tank lids opened until all fires have been extinguished, and from the time when the holds or tanks of a petroleum ship are first opened for the purpose of loading or unloading petroleum spirit until such time as all petroleum spirit shall have been loaded into or removed from such holds or tanks, and the holds or tanks shall have been securely fastened down, and, in the case of unloading, rendered free from inflammable vapour as required by this By-Law, there shall be no fire or artificial light on board such ship or at or near the place where the petroleum spirit is being loaded or unloaded, or while ballast water is being taken into any tank which has not been made gas free.

Provided that this By-Law shall not prevent the use of lamps, heaters, cookers or other similar type of safe apparatus, electric or otherwise, so designed, constructed and maintained as to be incapable of igniting inflammable vapour. And

PETROLEUM (CONSOLIDATION) ACT (NORTHERN IRELAND), 1929

LARNE HARBOUR BYE-LAWS

Made by Larne Harbour Limited with respect to the loading, discharging, etc., of Petroleum Spirit and Carbide of Calcium at Larne Harbour

The following amendments to Part I of the Larne Harbour Bye-Laws confirmed on 16th August, 1934, relating to Petroleum Spirit are hereby made:—

1.—Bye-law 7 (d) is deleted and in lieu thereof the following is substituted:—

“The rigging of hoses, the loading or discharging,
“and the disconnecting of hoses shall not be permitted between sunset and sunrise unless adequate
“safe illumination is provided on board the ship,
“the equipment used for such illumination to be
“designed and constructed in accordance with
“Lloyd's Register of Shipping or other approved
“Classification Society's requirements in relation to
“the position of the ship in which it is installed,
“and maintained in accordance with such requirements or, alternatively, unless the lighting
“provided from on shore is, in the opinion of the
“Harbour Master, adequate for illuminating the
“deck discharge position on Petroleum Ships
“alongside.

“Should anything occur during loading or discharging between sunset and sunrise to necessitate
“a repair to the plant pipes or connections or to
“interfere in any way with the uninterrupted
“loading or discharging of the Petroleum Spirit
“loading or discharging shall be temporarily

“suspended and not resumed until adequate safety measures have been taken. The Harbour Master shall be notified in the event of a break-down between sunset and sunrise and prior to any resumption of pumping operations.”

2.—In Bye-law 7 (j) after the word “landed” at each place where it appears the words “or placed” shall be inserted.

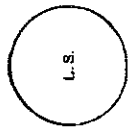
Sealed by Larne Harbour Limited this 19th day of December, 1956.

JAMES McCLEENAGHAN } Directors.
 H. T. BROWNE }
 NATHANIEL MAGEE Secretary.



The Ministry of Commerce for Northern Ireland hereby confirms the foregoing amendments.

Given under the Official Seal of the said Ministry this 31st day of December, 1956.



W. J. THOMPSON,
 Assistant Secretary.

provided also that this By-Law shall not be deemed to prohibit the loading or unloading of a petroleum ship under conditions approved by the Harbour Master, by means of steam from her own boilers or power generated by electric motors or internal combustion engines placed in a position away from cargo holds and pump rooms, or, alternatively, by means of electric motors so designed, constructed and maintained as to be incapable of igniting inflammable vapour and maintained in accordance with the requirements of Lloyds Register of Shipping or such other classification as the Commissioners may approve.

- (f) The owner shall take adequate steps to prevent smoking at or near the place where petroleum spirit is being loaded or unloaded, and to prevent any person engaged in such loading or unloading from carrying fuses, matches, or any appliance whatsoever for producing ignition. Where any petroleum spirit is carried on the deck of a petroleum ship conspicuous notices shall be posted up on board drawing attention to the danger arising from smoking or striking matches near such petroleum spirit.
- (g) No petroleum spirit contained in casks, barrels, or other receptacles shall be loaded or unloaded unless such receptacles are staunch and free from leakage, and are of such strength and construction as not to be liable to be broken or to leak, except in case of gross carelessness or extraordinary accident.
- (h) All pipes and other appliances used in the loading or unloading of petroleum spirit in bulk shall be free from leakage, and on completion of the discharging or loading, all pipes and pipe lines used in such discharge or loading shall be cleared of petroleum spirit.
- (i) When the loading or unloading of petroleum spirit has been commenced such loading or unloading shall be proceeded with with all due speed and diligence, and if it is discontinued the tanks and holds of the petroleum ship shall be closed and securely fastened down immediately such loading

or unloading is discontinued and all the same precautions taken as though the vessel were fully loaded or bulk had not been broken. No barrels or other cargo likely to cause a spark shall be loaded or unloaded until all openings to tanks are screwed down and gas tight.

- (j) No petroleum spirit shall be landed at any quay until the petroleum ship or vehicle by which the same is to be removed therefrom shall be at the quay in readiness to receive the same, and all petroleum spirit landed at any quay shall be forthwith removed therefrom.
- (k) No petroleum spirit shall be brought to the place of loading until the petroleum ship into which it is to be loaded is in readiness to receive the same.
- (l) The owner shall take all due precautions for the prevention of accident by fire in loading or unloading petroleum spirit.
- (m) Iron or steel hammers or other instruments capable of causing a spark shall not be used for the purpose of opening or closing the hatches or tank covers of a petroleum ship.

8.—Petroleum spirit, whilst on a quay, shall be efficiently watched and guarded by the owner, and should the owner neglect to do so the Harbour Master may appoint a watchman at the expense of the owner, and the owner shall pay all such expense on demand, in addition to the penalties incurred, and such expense until paid by the owner shall be a charge upon such petroleum.

9.—Fires and lights other than electric filament lamps 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 inflammable vapour, shall not be used upon or in proximity to the quay upon which petroleum spirit is being loaded or unloaded, or upon which petroleum spirit is lying.

10.—No riveting, caulking, chipping iron, cleaning boilers or boiler tubes, repairs, or any other work likely to cause sparks shall be done on a petroleum ship while it is

in the Harbour, until the petroleum ship has been unloaded and a proper gas free certificate has been produced to the Harbour Master.

11.—Two or more petroleum ships shall not, except for purpose of transhipment, lie within 100 feet of one another, unless, in the opinion of the Harbour Master, it is impracticable to maintain such distance.

12.—If petroleum spirit be discharged from a petroleum ship into barges, lighters, or other ships, the petroleum spirit on board such barges, lighters, or other ships, so long as they are within the Harbour, shall be so covered as to prevent the risk of sparks falling upon the casks, barrels, or cases containing petroleum spirit, and such barges or lighters shall not be towed or moved within the Harbour except between sunrise and sunset; and no such barge, lighter, or other ship having petroleum spirit on board shall under any pretext be anchored, berthed or moored at any place in the Harbour other than as directed by the Harbour Master.

13.—The owner, master or other person having charge or command of any ship carrying petroleum spirit moored in or at any of the docks, quays or elsewhere within the Harbour shall constantly have on board a sufficient crew, and at least one responsible person capable of carrying out and giving effect to the provisions of these By-Laws.

14.—Trading vessels carrying petroleum spirit in quantities of not more than 5,000 gallons contained in secure metal barrels or drums, or in tins in cases, may be exempted by the Harbour Master from such (if any) of the foregoing By-Laws as he may think fit.

15.—All empty barrels, drums or cans which have contained petroleum spirit shall be securely closed while in the Harbour or upon any quay. No such empty barrels, drums or cans (unless they have been steamed and are gas free) shall be allowed to remain on any quay after sunset.

16.—The owner shall, when so required by the Harbour Master or other official authorised by the Authority, afford every reasonable facility to enable such official to ascertain whether these By-Laws are duly observed.

PART II.

CARBIDE OF CALCIUM.

PETROLEUM (CARBIDE OF CALCIUM) ORDER
(NORTHERN IRELAND), 1930.

17.—The owner or agent of every ship carrying a cargo, any part of which consists of Carbide of Calcium, shall on or before the arrival of the ship in the Harbour, give notice of the nature and quantity of such cargo to the Harbour Master, and shall place or moor his ship in such place or berth as the Harbour Master may direct; and while any carbide of calcium remains on board, shall not, except for the purpose of proceeding to sea, remove his ship without the written permission of the Harbour Master.

18.—Every ship's hold in which carbide of calcium is present, and from which carbide of calcium is to be discharged in the Harbour, shall be efficiently ventilated from the time of entering the Harbour until all such carbide of calcium has been discharged or until the ship has left the Harbour.

19.—All carbide of calcium landed from any ship shall be immediately removed, and in no case shall any carbide of calcium be allowed to remain on any quay later than six o'clock p.m. on the day of discharge.

20.—Carbide of calcium whilst on a quay shall be sufficiently watched and guarded by the owner, and should the owner neglect to do so the Harbour Master may appoint a watchman at the expense of the owner, and the owner shall pay all such expense on demand, in addition to the penalties incurred.

21.—No carbide of calcium shall be brought to any quay or place of loading for shipment until the ship into which it is to be loaded is in readiness to receive the same.

22.—Carbide of calcium shall not be brought into the Harbour except in hermetically closed metal vessels of such strength and construction and so protected as not to be liable to be broken or to become defective or insecure in conveyance otherwise than by gross negligence or extraordinary accident.

23.—Every vessel containing carbide of calcium shall be labelled in conspicuous characters with the words "Carbide of Calcium. Dangerous if not kept dry," and with the following caution: "The contents of this package are liable if brought into contact with moisture to give off a highly inflammable gas," and with the addition of the name and address of the sender.

24.—No vessel containing carbide of calcium shall be opened in the Harbour or on any quay except with the written consent of the Harbour Master and in such place as he may direct.

25.—The owner shall take every reasonable precaution to prevent the contact of water or moisture with the carbide of calcium, and where such contact may have occurred, to prevent the gas evolved from being ignited.

26.—Every ship having carbide of calcium on board shall at all times whilst in the Harbour have on board a competent watchman and a responsible person to carry out and give effect to the provisions of these By-Laws.

27.—The owner shall, when so required by the Harbour Master or other official authorised by the Harbour Authority, afford every reasonable facility to enable such official to ascertain whether these By-Laws are duly observed.

Sealed by the Larne Harbour Limited

this Fifth day of July, 1934.

W. N. BROWN,
JAMES SUTHERLAND, } Directors.

HUGH CLOSE, *General Manager & Secretary.*

The Ministry of Commerce, Northern Ireland, hereby confirms the foregoing By-Laws.

Given under the official Seal of the Ministry of Commerce this 16th day of August, 1934.



G. H. E. PARR,

Assistant Secretary.



APPENDIX.

The Petroleum (Consolidation) Act (Northern Ireland), 1929, provides *inter alia* as follows:—

SECTION 8. "The owner or master of every ship carrying a cargo, any part of which consists of petroleum-spirit, shall, on entering any harbour within Northern Ireland, give notice of the nature of the cargo to the harbour authority having jurisdiction over the harbour, and if such notice is not given, the owner and master of the ship shall each be guilty of an offence and shall be liable on summary conviction thereof to a fine not exceeding fifty pounds, or on conviction thereof on indictment to a fine not exceeding five hundred pounds:

Provided that it shall be a good defence to proceedings for any such offence to prove that neither the owner nor the master knew the nature of the goods in respect of which the proceedings are taken, and that neither of them could, with reasonable diligence, have obtained such knowledge."

SECTION 7. (4) If it appears to a Harbour Master or to any person acting under the orders of a Harbour Authority that any ship or any petroleum spirit is in a place in which it ought not, in accordance with any such By-Laws as aforesaid, to be, he may cause it to be removed so as to be in conformity with the By-Laws, and any expenses incurred by the Harbour Authority in connection with any such removal may be recovered summarily or in the county court as a debt due from the owner of the ship or of the petroleum spirit, as the case may be.

(5) In the event of any contravention of the requirements of any By-Law in force under this section, the owner and master of any ship in or in relation to which the contravention occurs, and, except in the case of a contravention in respect of the mooring of a ship, the owner of any petroleum spirit in respect of which the contravention occurs, shall each be guilty of an offence and shall be liable on summary conviction thereof to a fine not exceeding fifty pounds for every day on which the offence occurs or continues:

Provided that it shall be a good defence to proceedings for any such offence to prove—

- (a) If the proceedings are against the owner or master of a ship for an offence in respect of the loading or landing of petroleum spirit, that all reasonable means were taken by the master to prevent the commission of the offence, and that the offence was not caused or facilitated by any act or neglect on the part of the owner or of any person engaged or employed by the owner or master; and
- (b) If the proceedings are against the owner of petroleum spirit for an offence in respect of the loading or landing thereof, or in respect of any failure to observe precautions required to be observed with respect to ships carrying petroleum spirit whilst in the Harbour, that the offence was not caused or facilitated by any act or neglect on his part or on the part of any person engaged or employed by him.

The Petroleum (Carbide of Calcium) Order (Northern Ireland), 1930, Clause 1, provides that:—

Subject to the modifications contained in said Order the whole of the Act of 1929 that is to say The Petroleum (Consolidation) Act (Northern Ireland) 1929 shall apply to Carbide of Calcium in like manner as it applies to Petroleum Spirit, except so much of said Act as relates to the conveyance of petroleum spirit by road, to the testing of petroleum spirit, to the keeping and use of petroleum spirit for the purpose of motor vehicles, motor boats, aircraft and engines, and to by-laws as to petroleum stations.