

# The Madras Port Petroleum Rules, 1963

UNION OF INDIA

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### Rule THE-MADRAS-PORT-PETROLEUM-RULES-1963 of 1963

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G.S.R. 1005, dated 18th May, 1963. - In exercise of the powers conferred by sub-section (1) of Sec. 6 of the Indian Ports Act, 1908 (15 of 1908) and in supersession of the Port of Madras (Landing and Shipment of Petroleum) Rules, published with the late War Transport Department Notification No. 13-P (53)/39, dated the 29th August, 1942, the Central Government hereby makes the following rules, regulating the landing and shipping of petroleum within the Madras Port limits, the same having been previously published as required by sub-section (2) of the said section. Rules Rules Regulating The Landing And Shipment Of 'Petroleum' Within The Madras Port Limits

#### **1. Short title, extent and commencement.**

-(i) These rules may be called "The Madras Port Petroleum Rules, 1963". (ii) They extend to the whole of the Madras Port area. (iii) They shall come into force from the date of publication.

#### **2. Application of Petroleum Rules, 1937, not barred.**

-These rules shall be in addition to and not in derogation of the Petroleum Rules, 1937, and nothing in these rules shall be deemed to be contrary to any of the provisions of the Petroleum Rules, 1937.

#### **3. Definitions.**

-In these rules, unless there is anything repugnant in the subject or context (a) "Bulk Oil vessel" means a vessel licensed to carry petroleum in bulk as cargo. (b) "Cased Petroleum" means petroleum packed in cases, casks, drums or other receptacles. (c) "Dangerous Petroleum" means any petroleum

having flash point below 76°F.(d)"Heavy Petroleum" means petroleum which has its flash point not below 150°F.(e)"Non-dangerous Petroleum" means petroleum having its flash point below 150°F, but not below 76° F.(f)"Petroleum" means any liquid hydro-carbon or mixture of hydrocarbons and any inflammable mixture (liquid, viscous or solid) containing any liquid hydro-carbon or any other commodity given in the Schedule.(g)"Petroleum in bulk" means petroleum contained in receptacles exceeding 200 gallons in capacity.(h)"Ton" when used to indicate the weight of petroleum is taken as equivalent to 300 gallons.

#### **4. Notice of arrival of 'Petroleum'.**

-The Master of every ship carrying petroleum shall deliver to the Pilot a written declaration under his signature in Form 'A' prescribed in Sch. II to the Petroleum Rules, 1937:Provided that if, in anticipation of a ship's arrival, the agent of such ship delivers to the Deputy Port Conservator a written declaration as aforesaid, no such declaration need be made by the Master of such vessel.The declaration given as aforesaid shall contain the following information in addition to the details furnished in Form 'A':(a)The name /names of the petroleum product/products.(b)The flash point of such product/products.(c)Whether such product/ products is/ are mixable with water or not.

#### **5. Vessels carrying Petroleum in bulk.**

(1)No vessel with dangerous petroleum in bulk on board shall enter the enclosed harbour. Such vessel shall be berthed/ discharged only at the Petrol Berth, situated outside the enclosed harbour.This sub-rule shall not apply to ships carrying on board less than 150 gallons of dangerous petroleum as part of the ship's stores (but not as cargo), if such dangerous petroleum is carried in appropriate receptacles other than the ship's cargo tanks and is stored in a safe manner.(2)No vessel shall enter the enclosed harbour from the Petrol Berth after having discharged dangerous petroleum, until the tanks which contained dangerous petroleum have been gas-freed and a certificate has been obtained by the Master from an officer appointed in this behalf by Government, to the effect that such officer has, after examination with the aid of vapour testing instrument, found the vessel to be entirely clear of dangerous petroleum and petroleum vapour.Such certificates shall be exhibited at the gangway of the vessel.(3)Vessels carrying only non-dangerous or heavy petroleum and vessels carrying less than 150 gallons of dangerous petroleum to which sub-rule (1) does not apply may proceed direct to one of the oil berths inside the harbour or to any other other berth specially indicated by the Deputy Port Conservator and may discharge their cargo from such berths subject to such restrictions and conditions as the Deputy Port Conservator may impose from time to time.But when barges containing explosives lie alongside East Quay or are discharging at East Quay, the outermost tanker berth inside the North Harbour wall shall not be used for petroleum tankers.(4)If so required by the Deputy Port Conservator, a bulk oil vessel alongside an oil berth shall, at any time and from time to time, be removed to any anchorage appointed for bulk oil vessels; and when the petroleum has been discharged, the vessel shall as soon as possible, leave the oil berth and proceed to sea or to any other anchorage indicated by the Deputy Port Conservator provided that she may, with the permission of the Deputy Port Conservator, clean her tanks alongside subject to the restriction laid down in sub-rule (2).(5)Bulk petroleum vessels lying within the port limits shall always take all possible precautions to prevent discharge of oil, oily water or oily

refuse on to the shore or into the sea.(6)Cleaning the tanks which contained petroleum shall be carried out within the Port limits, only with permission in writing of the Deputy Port Conservator. During such cleaning, the Master of the vessel shall take particular care to ensure that sub-rule (5) is strictly observed.(7)Bulk petroleum vessels shall not carry out any repairs within the Port limits without the permission in writing of the Deputy Port Conservator. Such permission may be given only on production by the Master of such vessel of a 'gas-free certificate' obtained in the manner as stipulated in sub-rule (2).(8)Vessels carrying petroleum in bulk shall, whilst within the Port limits, exhibit conspicuously(a)from sunrise to sunset a red flag not less than three feet square with a white circular centre six inches in diameter, if dangerous petroleum is carried and a red flag not less than three feet square, if non-dangerous petroleum is carried; and(b)from sunset to sunrise, a red light.(9)Every bulk oil vessel having petroleum other than heavy petroleum on board as cargo whilst moored in the Port, shall keep the end of wire hawser having a large eye paid out to the water's edge at bow and quarter, to enable a tug to take hold in case of emergency.(10)During the time that any bulk oil vessel is in the Port, a responsible officer and an Engineer shall always be on board, night and day, to carry out and give effect to these rules. When discharging is proceeding or about to be started, it is absolutely essential that an officer who holds a certificate of competency not lower than First Mate and an Engineer, who holds a certificate of competency not lower than Second Engineer shall be on board. Each of these officers shall have at least twelve years service in sea going oil tank vessels to his credit. These officers shall see that all necessary precautions are taken for the safety of the vessel and her cargo. During all such time the machinery shall be maintained in working order so that the vessel can be moved (i.e. as soon as steam can be raised, in the case of vessels discharging dangerous petroleum, if so required by the Deputy Port Conservator. Provided that where a vessel has power to work her anchor cables and mooring lines, she may not be required to maintain her main engines in working conditions during landing of petroleum.(11)Any vessel, having petroleum (dangerous or non-dangerous or both) in bulk on board for discharge partly at the Port and partly at a port or ports other than Madras, shall not in any circumstances move the dangerous petroleum intended for other ports from the tank or tanks containing it for any purpose whatsoever without the special permission of the Deputy Port Conservator.(12)Two or more vessels having petroleum other than heavy petroleum on board shall not, except for the purpose of transshipment, lie within 100 feet of one another, unless in the opinion of the Deputy Port Conservator, it is impracticable to maintain such distance.

## **6. Landing of Petroleum in bulk.**

(1)Before any petroleum in bulk is discharged from any vessel, the owner of the cargo shall give due notice to the Deputy Port Conservator and the Traffic Manager. Discharge of petroleum shall commence only after obtaining permission to do so from both the aforesaid officers.(2)Dangerous petroleum in bulk shall be loaded/discharged only at the Petrol Berth.(3)During loading or discharge of dangerous petroleum no cargo other than non-dangerous heavy petroleum whatsoever may be loaded or discharged.(4)A bulk oil vessel, while discharging non-dangerous petroleum, may be permitted simultaneously to load and unload general cargo. A bulk oil vessel, when carrying, but not while discharging or loading dangerous petroleum, may load or unload general cargo.

## **7. Vessels discharging Petroleum in bulk.**

(1) All the mechanical and electrical fittings on vessels discharging petroleum in bulk shall be constructed and maintained in accordance with Lloyd's or other approved Society's rules for vessels intended to carry petroleum in bulk. (2) All the safety devices incorporated into such vessels, in accordance with Lloyd's or other approved Society's specification, shall remain in good working condition throughout the period that such vessel discharges dangerous or non-dangerous petroleum. Discharge of petroleum shall commence only after all such safety devices are inspected by a competent ship's officer and found to be in good working condition. If any of these safety devices becomes defective or otherwise ineffective at any time when discharge of petroleum is in progress, the vessel shall immediately stop pumping. Pumping shall thereafter be resumed only after such defective safety device has been restored to working condition.

## **8. Conditions of landing of Petroleum in bulk.**

(1) A bulk oil vessel shall discharge dangerous petroleum, under her own power, only after obtaining special permission from the Deputy Port Conservator. Such vessel shall be permitted to discharge petroleum under its own power, only subject to the conditions stipulated in rule 7. A certificate signed by the Master or owner of such vessel to the effect that all the safety devices referred to in rule 7 are in good working conditions, shall accompany the application for permission to discharge petroleum under the ship's own power. (2)(a) A bulk oil vessel shall commence discharging of dangerous petroleum, only during the day time, but a vessel which has commenced the discharge before sunset may continue to discharge even after sunset, provided that such discharging is continuous and without interruption. Should anything occur after sunset, which necessitates the repair or disconnection to the plant, pipes or connections, such discharge shall be discontinued until after sunrise. (b) In the case of interruption to pumping after sunset due to any reasons, other than those stated in Cl. (a) above, the Deputy Port Conservator may, at his discretion, grant special permission to re-commence pumping even during the night time. Discharge of dangerous petroleum interrupted or suspended after sunset, shall on no account, be re-commenced until after sunrise, without the permission of the Deputy Port Conservator. (3) Every time before any bulk oil vessel commences discharging of petroleum, the pipelines through which such petroleum is to be pumped (from ship to terminal) shall be tested for 10 to 15 minutes by pumping through water at 100 lbs. pressure per square inch. (4) Under no conditions shall petroleum be pumped through the pipelines at pressure exceeding 100 lbs. per square inch. This maximum pressure shall not be applied to the pipelines until one hour after commencement of discharge of petroleum. (5) Throughout the period that petroleum is being discharged, the floating pipelines shall be under constant supervision by a responsible employee of the owner of such petroleum. (6) A bulk oil vessel berthed at the petrol berth or at any of the oil berths inside the harbour for purpose of discharging petroleum shall discharge such cargo with due diligence, i.e., at the rate of not less than 1,200 tons in 24 hours, provided the pressure allowed permits of a rate of discharge of 50 tons per pumping hour. Failure to discharge petroleum at the above rate may render the vessel liable to be removed from the berth at the discretion of the Deputy Port Conservator. (7) Except in cases where discharge is interrupted to shift the vessel concerned from one berth to another in according with the orders of any competent authority, the discharge of petroleum in bulk shall be continuous day and night until completed,

weather and appliances permitting.(8)If for any cause discharge of petroleum is at any time suspended, arrangements shall be made by some efficient means to prevent any of the oil in the pipe-line from escaping.(9)In the event of its being necessary to interrupt pumping in order to raise steam on board, the oil pipes in the vicinity of the vessel shall be flushed with water and the valve at the junction of flexible and fixed pipe ashore shall be closed before the boiler fires are lighted.(10)When a vessel has finished discharging or loading petroleum, the pipe to the storage tanks shall immediately be emptied of petroleum by the vessel's pump flushing water at least as far as the valve house on shore.The same procedure shall also be observed every time pumping is suspended for any reason whatsoever.

## **9. Accident Fire prevention.**

- (1) A Harbour Police Guard of one Sergeant and two constables (or more if considered necessary) shall remain on duty on board during the whole time that discharge of petroleum is going on, to strictly enforce these rules and any other precautions considered necessary.Arrangements for this Police Guard shall be made with the Inspector of Harbour Police direct by the Agent of the vessel. That this has been done shall always be notified to the Deputy Port Conservator on each application for permission to work cargo, etc.(2)Any unauthorised floating craft going alongside the oil vessel without the permission of the Police Sergeant shall be liable to be prosecuted, and if such floating craft even attempts to pass between the vessel's stern and the quay and so endangers the floating pipeline, they shall have their licences cancelled by the Deputy Port Conservator.(3)No person shall be allowed on board such oil vessels, except those actually belonging to the ship's company or those on ship's business. No workmen shall normally be allowed on board such vessels; if any workmen have to go on board such vessels for any special reasons, the police constable on duty at the gangway shall thoroughly search such workmen for matches and other forbidden articles.(4)No person engaged in landing or loading petroleum shall carry fuses, matches or any other appliances for producing ignition or explosion.(5)No fires, smoking or non-safety lights shall, under any conditions, be permitted on board any floating craft lying alongside or within 100 feet of any oil vessel. Harbour tugs proceeding within 100 feet of such oil vessels shall ensure that the galley fire and other naked flames/lights are either damped down or extinguished.Boats shall never hang around the gangway of an oil vessel.(6)During the whole time that an oil vessel is discharging petroleum, the oil pipelines within the harbour area shall be efficiently patrolled by Mazdoors posted for the purpose by the Chief Engineer, Madras Port Trust.(7)The employees of the oil companies and their representative shall strictly observe or cause to be strictly observed all the instructions detailed under Appendix I.(8)The Port Trust Departments concerned and the employees of such departments shall strictly observe or cause to be strictly observed all the instructions detailed under Appendix II 'Fire Protection of the Oil Pipelines and Booster Pumphouse-Instructions to Port Trust Staff.'

## **10. Cased Petroleum, i.e., Petroleum not in bulk.**

(1)No vessel with cased dangerous petroleum on board, the total quantity of which exceeds 20 tons or 6,000 gallons shall be permitted to enter the enclosed harbour, whether such dangerous petroleum is for discharge at the port or not. The hold or holds containing cased dangerous

petroleum intended for another port shall be kept securely closed and covered during the vessel's stay in the port, provided that if the cased dangerous petroleum is contained only in the lower hold, the lower hold only need be secured, closed and covered.(2)Landing of cased petroleum, other than heavy petroleum, shall be done at such place or places as the Deputy Port Conservator directs.(3)The importer must produce to Trustees customs clearance documents before the cased petroleum is landed.(4)Before any cased petroleum is landed or shipped, arrangements must be made with the Traffic Manager and his authority obtained for the landing or shipping of such petroleum.(5)When cased petroleum, other than heavy petroleum, is landed, an officer not below the rank of an Assistant Shed Master, shall be deputed by the Traffic Manager, to be in attendance from the moment the landing is commenced until it shall have been completed, or until such petroleum has been loaded into railway wagons or other vehicles of transport. The importer of cased petroleum or persons acting on his behalf shall strictly carry out any instruction given by the said officer.(6)A ship's officer who holds a certificate of competency, not lower than Second Mate, shall be on duty at the hatch from which cased petroleum is being discharged or into which cased petroleum is being shipped until the discharge or shipping shall have been completed.(7)During the discharge of cased petroleum at any hatch, no other cargo but petroleum shall be handled at the hatch.General cargo and non-dangerous cased petroleum may be simultaneously handled, provided that they are contained in separate holds, but when cased dangerous petroleum is being discharged from a vessel, no other cargo shall be loaded into or discharged from such vessel.(8)All cased petroleum other than cased dangerous petroleum, brought into port premises for shipment shall forthwith be put on board the vessel on which the same is to be received.(9)Cased dangerous petroleum intended for shipment must not be put into harbour craft until the vessel by which such petroleum is intended to be shipped is ready to receive such petroleum.(10)The Master of every vessel, other than harbour craft or country craft carrying cased dangerous petroleum as cargo shall, whilst in the port, hoists a red flag at the fore, where it can be best seen. Such flags shall be kept flying from sunrise to sunset, as long as the cased petroleum is on board the vessel. Such vessels shall exhibit, between sunset and sunrise, a red light at the fore.

## **11. Landing of Non-dangerous cased Petroleum.**

(1)Non-dangerous cased petroleum may be landed or shipped by vessel inside the harbour, but not more than one vessel shall be allowed to land or ship such petroleum at any time.(2)It shall not be landed or shipped over any West or North Quay berth.(3)It may, however, be discharged or shipped overside into or from lighters by a vessel lying at West or North Quay berths, provided that not more than 16,000 gallons of cased petroleum shall be in transit to or from a vessel at any time.(4)It may be landed or shipped over the South Quay, or overside into harbour craft, provided not more than 16,000 gallons of cased petroleum shall be in transit to or from a vessel at any time.(5)It may be landed or shipped by a vessel lying at the East Quay under the same conditions as those governing landing or shipment at the South Quay, except that there shall be no limit to the quantity in transit to or from the vessel at any time.(6)It may be shipped or landed without limit of quantity into or from steamers at moorings in the harbour.(7)When harbour crafts are used for the purpose of the landing or shipment of non-dangerous cased petroleum, in no case shall the quantity of such petroleum afloat in harbour craft at any time, exceed 16,000 imperial gallons, and not more than 12 harbour craft shall be used for the purpose at the same time.(8)The South Groyne shall be the place

for the landing and shipment of non-dangerous cased petroleum by means of harbour craft from or into steamers or sailing vessels, provided that only six harbour craft shall be allowed to discharge or load simultaneously at the said place.(9)Handling of non-dangerous cased petroleum, during the hours of darkness, shall be done under the surveillance of the Police and the Trustees' Traffic Department, but harbour craft containing such petroleum must not be in the harbour at night except during the actual operations of loading or discharge.

## **12. Sailing vessels.**

(1)Not more than 2,400 imperial gallons of cased petroleum may be shipped into, or landed from a sailing vessel or transhipped from another vessel into a sailing vessel.(2>Loading of cased petroleum other than heavy petroleum, into country craft shall be done under the supervision of the police, and shall only be allowed between sunrise and sunset and at such places as may be notified for the purpose by the Deputy Port Conservator.(3)Any country craft loaded with cased dangerous petroleum shall not leave the loading berth, except during daylight and with the written permission of the Deputy Port Conservator. Such permission shall not be granted unless there is reasonable probability that such craft will be clear of the shipping in Port before sunset.No such craft shall, after leaving the loading berth, anchor within half a mile of other shipping in the Port unless compelled by stress of weather or accident.

## **13. Landing of cased dangerous Petroleum.**

(1)Except as provided for in sub-rule (4), cased dangerous petroleum shall not be landed or shipped by any vessel inside the harbour. West of a line running parallel to the West Quay and 2,000 feet Eastward of the base line of the harbour. The normal shipping and landing places shall be the steps on the East side of the harbour, the East Quay and the South Groyne East of the first named line.(2)Cased petroleum coming under the category of dangerous cased petroleum and other inflammable liquids given in the Schedule may be shipped or discharged by means of harbour craft on the off side of vessels lying at the West Quay subject to observance of these rules. The transport of such cargo between harbour craft and shore shall be done East of the 2,000 feet line mentioned in sub-rule (1) (vide Schedule for a sample list of dangerous petroleum).(3)No dangerous cased petroleum shall be in actual transit in the harbour between sunset and sunrise otherwise than in railway wagon, that is, such petroleum shall not be handled in any way at night nor be afloat in harbour, craft, etc., in the harbour at night.(4)Not more than 2,000 gallons of cased dangerous petroleum shall be permitted to be in transit in the harbour premises at one and the same time, i.e., between ship's hatch and harbour gates. Any quantity of such petroleum exceeding 2,000 gallons shall be dealt with at the East Quay where it must be landed direct from the vessel on to the quay and loaded into railway wagons.(5)Not more than one vessel at a time shall land or take in cased dangerous petroleum in the enclosed harbour.(6)Cased dangerous petroleum shall not be landed at the Sand Screen steps while a vessel is lying at South Quay II and shall not be landed at the East Quay steps while a vessel is lying at the East Quay. Should both quays be occupied at the same time, such cased dangerous petroleum shall be landed at the steps just inside the Eastern head of the harbour entrance, provided that barges containing explosives are not then lying at or near the said steps.(7)No harbour craft containing cased dangerous petroleum shall be in transit anywhere in the

harbour while a vessel is entering or leaving the Port.(8)While the handling of cased dangerous petroleum is in progress, no cooking fires, smoking or lights of any description, other than those of the approved safety type, shall be allowed anywhere on board the vessel, on any barge used for landing/ carriage of such petroleum and on tugs used to tow such barges.(9)Leaky receptacles containing dangerous petroleum shall not be discharged from a vessel into a harbour craft containing sound receptacles. Special arrangements must be made with the Trustees official in charge of the wharf for the landing of any leaky receptacles containing dangerous petroleum.(10)The presence anywhere in the harbour area of any leaky receptacles containing dangerous petroleum shall, immediately on being detected or noticed, be notified (over telephone) to the Port Fire and Assistant Safety Officer, who shall immediately arrange to inspect such receptacles and suggest necessary precautionary measures. Landing/ transport storage of such leaky drums shall thereafter be carried out only subject to such precautionary measures as might be suggested by the Port Fire and Assistant Safety Officer.(11)Only covered wagons or vehicles shall be used to transport cased dangerous petroleum to or from the loading or unloading site. Wagons containing cased dangerous petroleum must be sealed before they are removed from the loading site.(12)Three empty wagons shall be kept between the shunting engine and the wagons loaded with cased dangerous petroleum.(13)Where harbour crafts are used, not more than 2,000 gallons of cased dangerous petroleum shall be loaded into any one harbour craft.(14)Cased dangerous petroleum must not be put into harbour craft without the prior consent of the Trustees. In order, therefore, to avoid possible delay to vessels carrying cased dangerous petroleum, the agents of such vessels should make early arrangements with the Trustees for the disposal of their cargo of cased dangerous petroleum.

#### **14. Cased Dangerous Petroleum in excess of 20 tons or 6,000 gallons.**

(1)When any consignment of dangerous petroleum (not in bulk) in excess of 20 tons or 6,000 gallons is imported into the Port, the following conditions shall be observed:(a)Such consignment shall be unloaded into harbour craft at the Petrol Berth.(b)The harbour craft containing such consignment shall lie in the Royapuram Bay.(c)Not more than four loaded harbour crafts shall be allowed to lie at anchor outside the harbour entrance at any time.(d)If it is proposed to leave harbour craft loaded with such consignment afloat in Royapuram Bay during night, the Deputy Port Conservator shall be notified before 4 P.M. of the preceding day.(e)Each harbour craft loaded with such consignment shall be provided with a full crew whose duty it shall be to attend to the moorings of the harbour craft under their charge and to see that she does not drag. No harbour craft shall be moored East of the oil intake at the Oil Berth.(f)Each harbour craft loaded with such consignment shall be provided with an efficient anchor and 30 fathoms of good chain and in addition with not less than 30 fathoms of good 4 inch manila or 6 inch coir rope; each harbour craft shall also carry at least two oars.(g)No harbour craft loaded with such consignment shall be anchored in Royapuram Bay at a distance less than 150 feet from any other harbour craft or any vessel.

#### **15. Bunkering.**

-Bunkering of vessels with heavy petroleum at the West and North Quays by means of the Trustees' service pipelines, shall be allowed subject to the conditions specified hereunder, namely:(a)During



all such time, as any vessel is receiving heavy petroleum into her bunkers, the Master or First Mate of such vessel shall be present on board. It shall be his duty to see that the conditions specified in these rules are complied with and that all reasonable precautions for safety are observed.(b)A ship's officer shall be on watch and an attendant shall be stationed alongside the flexible connection pipe while bunkering is in progress.(c)Suppliers of heavy petroleum shall be responsible for seeing that all flexible pipes used for bunkering are tested to a pressure of 30 lbs. per square inch before operations commence, and that all joints are oil tight, that when flexible pipes are dismantled, any unavoidable spillage on the quay shall be properly cleansed up with sand. No bunkering shall be commenced until their supplier has delivered to the Trustees a certificate to the effect that all flexible pipes to be used in the operation have been tested as required by this rule.

Officers-in-charge of vessels which receive heavy petroleum for bunkering shall be responsible for seeing that all valves in the vessel's tanks connections are properly regulated to receive the petroleum and due warning shall always be given to suppliers by ship's officers before any valves are closed, to prevent the possibility of a sudden increase in pressure which may cause a burst in the flexible pipe or elsewhere and a consequent leakage of oil. Owners of vessels which receive heavy petroleum for bunkering and suppliers, shall be severally responsible for seeing that bunkering operations are conducted with cleanliness and in an orderly manner and any damage resulting from neglect of all proper precautions shall render them liable under clause (d).(d)Suppliers of heavy petroleum for bunkering shall be liable for any damage whatsoever caused to cargo or property belonging to or in charge of the Trustees by any leakage of such petroleum due to or arising from negligence or any defect in or failure of, apparatus or appliances belonging to the suppliers. The Master and owners or the agents of the vessels receiving heavy petroleum shall also be liable for any such damage if caused by negligence or defect or failure of apparatus or appliances belonging to the vessel.(e)No cargo other than steel plates, iron rails and similar goods unaffected by oil, shall be allowed on the wharf within 50 feet of the oil stand pipes, and shed doors immediately behind them shall be kept closed while bunkering is in progress.(f)Before bunkering commences, the vessel's attendant shall see that the telephone connection to the Oil Company's depots is in working order.(g)An attendant shall be on duty at the pump throughout the time of bunkering.(h)At least two hour's notice in writing shall be given to the Deputy Port Conservator before bunkering is commenced.(i)No bunkering shall be commenced unless a sand cart containing 15 c.f.t. of sand is on the spot at the supply pipe. This would be the responsibility of the Oil Company supplying the oil for bunkering.

## **16. Enforcement and Penalties.**

(1)The Port Safety Officer, the Port Fire and Assistant Safety Officer or any other officer duly authorised in this behalf by the Port Safety Officer, shall be responsible and shall have due jurisdiction to enforce these rules.(2)(a)Masters and/or agents of vessels lying within the Port limits and carrying petroleum as cargo, shall, when so required by the Port Safety Officer, the Port Fire and Assistant Safety Officer or any other officer duly authorised in this behalf by the Port Safety Officer, afford all reasonable facility to enable such officers to ascertain whether these rules are duly observed.(b)The occupiers or custodians of premises within the Port limits and/or owners of petroleum handled or stored anywhere within the Port limits, shall, if so required by any of the officers mentioned in sub-rule (1), afford all reasonable facility to such officers to ascertain whether

these rules are duly observed.(3)The Trust's Section Officers and staff shall always ensure that these rules are duly observed by all parties handling or storing hazardous substances within the Port limits.Any violation of these rules shall, immediately on being noticed by the Section Officers and staff,. be notified to the Port Safety Officer or the Port Fire and Assistant Safety Officer directly and by the quickest means.Appendix I[See rule 9 (7)]Fire Protection of the Oil Pipelines and Booster Pumphouse-Precautions to be taken or procedure to be observed by the Oil Companies landing petroleum in bulk.(a)General. - 1. Advice to the Trust's Mechanical Engineer - Oil Companies intending to land petroleum in bulk shall advise the trust's Mechanical Engineer of the intended landing of such petroleum at least 24 hours before such landing commences, so as to enable him to post necessary staff to man the Booster Pumphouse and to petrol the oil pipelines.Advice, as above, regarding landing of petroleum in bulk on Sundays and Board holidays should reach the Mechanical Engineer, before 1100 hours on the preceding working day.

**2. Manifold pit to the North of the Booster Pumphouse. - The Oil Company receiving petroleum in bulk, shall be responsible to keep manifold pit reasonably clean and free from split oil and litter, at all times during tanker discharge.**

Before commencement of tanker discharge, during tanker discharge and immediately after completion of tanker discharge, the Oil Company concerned shall arrange to collect cotton waste and other waste matter which may be lying in the manifold pit and to deposit the same into rubbish bin provided for the purpose.The Oil Company concerned shall arrange to collect in barrels any oil that may escape into the manifold pit, even as such oil escapes from the pipelines or joints, and shall arrange to clear quickly from the site such barrels into which oil has been so collected.(b)Action to be taken in the event of a leak and/or fire.-In the event of a leak in the flexible pipelines, (i.e.pipelines connecting the tanker to the shore pipelines) and/ or a fire on or around the North Groyne, the Oil Company's Supervisor/Assistant-in-charge of tanker discharge shall take action as follows :

**1. Arrange for the tanker to stop pumping and to shut down all tanker discharge valves.**

**2. Notify the Port Fire Service-Telephone No. 30161, Extension 268.**

**3. Notify the Booster Pumphouse.**

**4. Notify the Terminal receiving petroleum, if necessary.**

Note. - (a) The Port Fire Service need not be notified if the oil involved in any leak is known, beyond all doubt, to be 'Heavy Petroleum', as defined in the Petroleum Rules.(b)It is to be clearly understood that all 'leaks' involving 'Petroleum' other than 'Heavy Petroleum' shall be notified to the Port Fire Service.Tanker discharge, suspended on account of a leak involving petroleum other than

heavy petroleum, or a fire, shall recommence only after the leak is repaired or the fire is put out and the 'All Clear Signal' is obtained from the Deputy Port Conservator, or any other official authorised in this behalf by the Deputy Port Conservator. Appendix II[See rule 9 (8)]Fire Petroleum of the Oil Pipelines and the Booster Pumphouse-Instructions to Port Trust StaffI. Instructions To The Drivers Of Booster Pumphouse :(a)General. - The drivers of the booster pump shall, at normal times, be responsible for carrying out the following instructions:

- 1. Speaking-tube communicating between the pump room and the engine room shall, at all times, be left closed with the metal cap provided.**
- 2. The doors and windows of the pumphouse shall always be left closed.**
- 3. Breakages to the door and window-panes and damage to ventilator shutters shall promptly be reported to the Workshop Foreman for urgent repairs.**
- 4. The refuse-bin provided in the pit shall always be kept reasonably clean of oil waste and other waste matter.**

(b)In case of a leak and/or fire in pipelines or in or about the pumphouse. - In the event of a leak coming to his notice or being reported to him,.the pump driver shall expeditiously carry out the following instructions in the order of precedence as given below:

- 1. Stop or arrange to stop pumping.**
- 2. Actuate the warning device to warn the supervisor on North Groyne and to Engineer at tanker pump.**
- 3. Notify West Fire Station by telephone.**
- 4. Hoist warning signal (Red burgee during day and red light during night) on the flag staff on top of the pumphouse.**

In case of fire occurring in or about the pumphouse the driver may, in addition to and after carrying out the above instructions, endeavour to keep in check or put out the fire using all available equipment. (The pump driver may not, however, engage himself in fire-fighting if the fire occurs some distance away from the pumphouse; in such cases he may depute all available men to fight the fire and shall himself remain in the pumphouse premises.)II. Instructions To The Section Officers And Staff Of The Traffic DepartmentOn a leak in oil pipelines and/ or a fire in or near oil pipelines being noticed or reported, the Section Officer or staff concerned shall arrange to take action as detailed below. The sequence of action should be in the order as detailed below.

- 1. Vans of the pumphouse driven by the quickest means.**
- 2. Inform West Fire Station of the occurrence (In case of leak, information may be given over telephone, in case of fire, actuate the nearest fire alarm box and follow up with a telephonic message.)**
- 3. Report the occurrence to 'M' Division Police Station.**
- 4. Cordon off the area as best as possible pending arrival of police party and see that no naked lights are brought or caused to be within 300 feet of the point of occurrence. (For the purpose of this order, locos internal combustion engines, hurricanes and pressurised lanterns, railways signal lamps, all types of cycle lamps, ordinary electric hand torches, etc., are to be considered as 'naked lights'.)**
- 5. Pending arrival of Fire Service, take such other measures as may be considered expedient to prevent outbreak of fire or to keep in check or extinguish the fire if one has already started.**

III. Instructions To The Staff Of Railway Section Of The Traffic Department On a leak and/or fire in oil pipeline being reported or on the warning signal (Red burgee during day and red light during night) being hoisted atop the pumphouse, the Yard Superintendent or in his absence the senior most of his assistants present shall arrange to suspend immediately wagon shunting operations to the extent necessary to ensure that no locos pass within 300 feet of the point of occurrence or beyond such limits as may be specified by the Deputy Port Conservator, the Harbour Master or the Port Fire and Assistant Safety Officer or the seniormost rank of the Port Fire Service present at the scene. All paraffin and other non-safety types of signal lamps also should be warned off or should cease to be in the area forbidden for the passage of locos. Locos and signal lamps may thereafter resume operations in the forbidden area only after getting the 'All Clear Signal' from the Deputy Port Conservator, the Harbour Master, the Port Fire and Assistant Safety Officer or the seniormost rank of the Port Fire Service present.

IV. Instructions To The Mazdoors, Posted To Patrol The Oil Pipelines In the case of a leak and/or fire in the oil pipelines, the mazdoors patrolling the pipelines shall take action as follows:

- 1. The, mazdoor who notices the leak/fire, shall rush either to the Pumphouse near No. 1 Gate or to the Oil Companies' bunk on the North Groyne (whichever of the two places is nearer or more readily reached from the location of the leak/fire) and shall notify the occurrence to the Pumphouse driver or the Oil.Company's staff present at the North Groyne. On his way to the pumphouse or North Groye, he shall alert the other mazdoors, by**

**shouting out the information to them.**

**2. A second mazdoor, i.e., the one nearest to the location of the leak/ fire shall rush to contact any responsible member of the Port Trust Section or Railway staff who may be available nearest to location of the leak/ fire, and shall notify him of the occurrence.**

**3. The remaining two Mazdoors shall rush to the location of the leak/fire and shall take such action as they can, to prevent a fire or to keep the fire under control. In the case of a leak, such Mazdoors shall endeavour to cordon off the area, as best as they can and shall ward-off locos and other sources of naked light, from the vicinity of the leak. In the event of a fire, they shall endeavour to keep the fire under check; by using earth and sand or the foamengine stationed near the Pumphouse.**

Note. - The supervisory staff of the Engineering Department who are responsible to post Mazdoors to patrol the oil pipelines shall always ensure that such Mazdoors are thoroughly conversant with what exactly they should do in the event of a leak/ fire.V. Instructions To The Port Fire ServiceOn receiving report of a leak/fire in the pipelines or the Pumphouse, the West Fire Station shall take action as follows:

**1. Turn out one unit, under the charge of the seniormost rank of the Fire Service then present at the station.**

**2. Notify the Fire Officer and Assistant Satefy Officer, and also notify the Harbour Master of the leak/fire.**

**3. Instruct the Hydraulic Powerhouse Driver to start the Fire Service pump and to maintain a working pressure of about 100 lbs.p.s.i. at the pump gauge.**

The seniormost rank of the Fire Service turning out for the leak/fire shall take or cause to be taken such action as may be necessary to prevent a fire in case of a leak or to extinguish the fire, if a fire has already started.In the case of a leak, he shall ensure that the precautionary measures stipulated in the instructions above are duly observed.In the case of a fire he shall treat it as a 'Medium Fire' as defined in the Port of Madras Fire Orders, and take action as appropriate for a 'Medium Fire'.If the Police strength available at the scene of occurrence is found inadequate for cordoning off the area or for any other legitimate purpose, he may arrange to dial Telephone No. 100 and requisition assistance of the 'Mobile Police Party'.N.B. - In cases where oil leaking out of a pipeline is known, beyond all doubt, to be 'Heavy Petroleum' (e.g. Diesel Oil or Furnace Oil), fire prevention measures stipulated in these instructions may not be enforced.However, all leaks in oil pipelines, whatever be the nature of the petroleum involved shall be noticed to the Port Fire Service, for inspection and

action as necessary.

## Schedule

[See rule 3 (1)] Inflammable liquids-Their characteristics properties and precautions necessary in the handling of such liquids Note. - Inflammable liquids are liquids or mixtures of liquids which give off an inflammable vapour at or below 76°F, open test, e.g., Gasoline, Coal tar Naptha, driers for paints or varnish in liquid form, ethyl alcohol, acetone, etc. Such liquids generally come under the classification of 'Petroleum'; the handling and transport of such liquids come within the purview of the Petroleum Rules, 1937, and the Madras Port Petroleum Rules.

Inflammable liquids (not exhaustive)	Hazards generally associated with inflammable liquids	Precautions necessary
Amyl alcohol Bisulphide of carbon Collodion Ether	1. Highly inflammable, even a spark may be sufficient to cause ignition.	1. Naked or non-safety lights should not be allowed within a radius of at least 100 ft. of any place where such liquids are handled/st.
Ether Butyric (Ethyl Butyrate) Ether Formic (Ethyl Formate), [Ether (Sulphuric) Ethyl Acetate (Acetic Ether) Fuel Oil	2. Vapour forms explosive mixture with air; ignition of such mixture by a spark or flame may cause a shattering explosion.	2. The electrical fittings (switches for light and fans, lamp holders, etc.) within the premises used for storage of such liquids should be of the gasproof safety pattern and the wirings should be run in properly earthed metal conduits.
Petroleum Ether Pyroxyline (for photo-graphic and similar purposes) Vinesthene (Di-Vinyl Ether)	3. The vapour, which is generally heavier than air, may travel considerable distances (as and when blown by a draught of air) and may then ignite by contact with flame or spark.	3. Every source of sparking should be avoided within a radius of 100 ft. of any place where vapour of such liquids may be present.
Ethyl Chloride		
Absolute Alcohol Acetone Butyl Alcohol C.P. Methanol French Polish Hydraulic Brake Fluid		

Industrial Alcohol denatured, as under:-	4. Vapours of most such liquids are injurious if inhaled for any length of time.	4. The drums/containers of such liquid should not be dropped, bumped, rolled or roughly handled.
Denatured Mhews Spirit		
Denatured Spirit Ordinary		
Denatured Spirit Special		5. Every possible precaution should be taken to prevent leaks in containers/drums of such liquids.
Methylated Spirit		6. Leaks in such drums/containers should be notified to the Fire Service, immediately on being noticed.
Isopropyl Alcohol		
Methyl Acetone		
Methyl Alcohol		
Naptha Mineral		
Power Alcohol		
Power Alcohol Mixture		
Solvent Naptha		
Spirit Varnish		
Rectified Spirit (50°F. over proof and above)		
As under:-		
Arrack		
Liquor		
Mhowa Spirit		
Toddy		
Toluol		
Wood Naptha or wood spirit		
XvloI,		
Insecticides (Fluid)		
Inflammable.		
Neco household cement		
Neco stre		

Paintthinners

Enamels,nitro-cellulose

Lacquersnitro-cellulose

Paints,nitro-cellulose

Polishes,nitro-cellulose

Stains,nitro-cellulose

Varnishes,nitro-cellulose

CelluloseAcetate Dope

Nitro,cellulose Dope

Paintand Varnish

Remover

PlasticWood

RawplugDurofix

Rubbersolutioncomposed of

Rubberand naptha

Note. - Non-Safety light-Hurricane lanterns, petromax lights, paraffin signal lamps, ordinary electric hand torches, etc.