

PETROLEUM (IMPORTATION, STORAGE AND SALE)

LEGAL NOTICE 53 OF 1965

THE PETROLEUM SHIPS REGULATIONS, 1965

In exercise of the powers conferred by section 7 of the Petroleum (Importation, Storage and Sale) Ordinance (Chapter 25) the Honourable Minister of Industrial Development and Tourism has made the following regulations.

(2nd October, 1965)

Amended by Legal Notices: 2 of 1966 and 32 of 1992

Citation	1. These regulations may be cited as the Petroleum Ships Regulations, 1965.
Definitions	2. In these regulations, unless the context otherwise requires “petroleum ship” means any ship, vessel, lighter or hulk having on board or about to take on board a cargo the whole or part of which consists of petroleum; “certified gas free” means a ship or part thereof that has been tested and proved to be completely free of dangerous and/or explosive gas and/or inflammable vapour by a person authorised by the Superintendent, and that a certificate to this effect has been issued by such person; “naked lights” include all flames, fires, exposed incandescent material, lamps that are not of a gas-tight pattern, electric welding arcs and portable hand or power operated equipment liable to cause sparking. “master” means the master or other person having the command, charge or management of a petroleum ship for the time being; “quay” includes any pier, jetty, wharf, landing steps, shore or landing or loading place;
Cap 25	“petroleum” shall have the same meaning as is attributed thereto in section 2 of the Petroleum (Importation, Storage and Sale) Ordinance; “ordinary petroleum” means such petroleum as when tested in accordance with the provisions of the Petroleum (Importation, Storage and Sale) Ordinance gives off an inflammable vapour at a temperature between seventy-three and one hundred and fifty degrees Fahrenheit (73°F to 150°F) inclusive;
Cap 25	“dangerous petroleum” means such petroleum as when tested in accordance with the provisions of the Petroleum (Importation, Storage and Sale) Ordinance gives off an inflammable vapour at a temperature of less than seventy-three degrees Fahrenheit (73°F); “port” means Grand Harbour, Marsamxett Harbour, Marsaxlokk Harbour and St. Paul’s Bay; “container” means any tin, cask, barrel, drum or other article used to hold petroleum other than tanks built into ship and used for carrying dangerous petroleum in bulk;

“owner” means owner or master of the petroleum ship or the owner of the petroleum;

“Superintendent” means the officer duly appointed as the Superintendent of Ports or any other person authorised by him to act on his behalf;

Notice of
Arrival

3. The master or agent of every petroleum ship proposing to call at Malta, having on board or is about to have on board any petroleum, shall, not less than three days before arrival, give notice thereof in writing to the Superintendent on the form specified in the Schedule hereto.

Berthing

4. (1) Petroleum ships shall be berthed in such ports and at such particular places as the Superintendent may direct and shall not without the written order or permission of the Superintendent be moved therefrom, except for the purposes of leaving the port or for proceeding to a tank cleaning berth approved by the Superintendent.

(2) Ships having on board dangerous petroleum or ordinary petroleum in containers not exceeding 44 gallons each in capacity in quantities not exceeding

(i) 600 gallons of dangerous petroleum; or

(ii) 900 gallons in the aggregate of dangerous petroleum and ordinary petroleum; or

(iii) 1,200 gallons of ordinary petroleum,

shall be deemed to be petroleum ships subject to the berthing restrictions specified in paragraph 1 of this regulation by reason of the carriage of such petroleum;

Provided that such petroleum be in containers stowed on deck or in a hold kept closed during the course of the ship's stay in port.

(3) Notwithstanding the provisions of these regulations the Superintendent may prohibit the entry into any port of a ship carrying any petroleum, or may require any such ship to leave any port.

Master's
Confirmation
Notice of
Petroleum board

5. On arrival in port a ship carrying petroleum the master shall confirm in writing at the time of the ship's clearance inwards the advance information given under the provisions of regulation 3.

Ship's fire
Fighting
Appliances to be
Ready

6. When a petroleum ship is in port, the master shall ensure that

(i) the fire-fighting appliances are kept in a state of immediate readiness; and

(ii) full pressure is available on the ship's hoses for immediate use in case of fire, and

(iii) sufficient crew is kept on board at all times to man the fire-fighting appliances; and

(iv) fire drill and inspection of fire-fighting appliances are carried out daily.

Restrictions and
Precautions

7. (1) No person engaged in the handling of any petroleum or being otherwise present at or near the place of handling such goods, shall carry or be permitted to carry fuses, matches or any form of naked light or other means of producing ignition or to wear boots or shoes shod with steel or iron heels, tips or exposed nails of any kind unless such boots or shoes are covered with leather, rubber or felt or other suitable material in the form of overshoes or otherwise.

(2) No person shall smoke or be allowed to smoke at or near any place or in any hold or conveyance containing dangerous petroleum or ordinary petroleum or where such goods are being handled in any port.

(3) No intoxicated person shall be allowed in the hold of any ship or in any conveyance into or out of which dangerous petroleum is being handled and no such

person shall approach or be permitted to approach dangerous petroleum which is being so handled.

(4) The master of a ship carrying dangerous petroleum or ordinary petroleum shall ensure that the provisions of this regulation are complied with within the ship and that the provisions of this regulation are brought to the notice of all persons employed in any craft alongside the ship.

(5) The owner of the petroleum shall also ensure that the provisions of this regulation are complied with on the quay and that the provisions of this regulation are brought to the notice of all persons employed on the quay.

No fires, lights, etc.
on the craft carrying
petroleum

8. No smoking, fire or light of any description (other than the lights required by law) shall be allowed in any harbour craft which is being used to carry dangerous petroleum or ordinary petroleum.

Working of wireless
transmitters and
radar

9. No person shall work the ship's wireless transmitter or radar installation while dangerous petroleum is being handled or while the holds carrying dangerous or ordinary petroleum are open.

Fires and Lights

10. No person shall use any fire or artificial light or naked lights, other than an electric lighting installation or a safety lamp of the type approved by the Superintendent on any petroleum ship or in the vicinity of the place where petroleum is being handled or in the vicinity of a tank cleaning berth:

Provided that the provisions of this regulation shall not apply to

- (a) navigation or signal lights so disposed as to prevent any risk of fire or explosion; and
- (b) engine room fires when such fires are carefully tended.

Repairs

11. No person shall carry out any repairs of any kind or perform any chipping or scaling in or about any petroleum ship save with the written permission of the Superintendent.

Ships to be in a
state of
readiness to move

12. (1) A petroleum ship shall not drop main steam or immobilise her main engines while in port and the master shall ensure that throughout the time that the ship is in port, the ship is capable of moving under her main engines at short notice and at all times within half an hour of an order to do so from the Superintendent.

- (2) Should such a ship for any reason whatsoever have her main engines immobilised the master shall immediately inform the Superintendent who may thereupon require the master to engage a tug or tugs suitable for unberthing or moving such ship to stand by the ship during the period that the engines are immobilised and such tug or tugs shall be engaged at the risk and expense of the ship.
- (3) In the event of a fire occurring in the port either in such ship or elsewhere the Superintendent may similarly require the master to engage a tug or tugs to stand by the ship and at the risk and expense of the ship.
- (4) Should the Superintendent consider that inclement weather may cut the moorings of a petroleum ship the Superintendent may also require the master to engage a tug or tugs to stand by or assist the ship at the risk and expense of the ship.

General Precautions

13. While loading or unloading of dangerous petroleum or ordinary petroleum is being carried out on a petroleum ship or at a tank cleaning berth, the master and all persons on board and/or engaged in any of the said operation shall

- (a) take all reasonable precautions to prevent:

- (i) accidents by fire or explosion; and
 - (ii) unauthorised persons from obtaining access to the ship or in the vicinity of a tank cleaning berth;
- (b) abstain from any act whatever which tends to cause a fire or explosion and shall use every reasonable endeavour to prevent any other person from committing any such act;
- (c) suspend all handling of petroleum, including tank cleaning, during thunderstorms or other periods of atmospheric electrical disturbances or when such conditions are imminent.

Fire-fighting arrangements

14. If a petroleum ship is in port the master shall ensure that he is in possession of full information concerning the fire-fighting arrangements in the port with particular reference to the ship's berth and the means of giving the alarm.

Classification of Ships that may enter a port carrying dangerous petroleum

15. No ships carrying dangerous petroleum shall enter a port unless she has an international loadline and safety equipment and she be included in the first class under the following marks:

100 A. I	of Lloyd's Register
3/3 I.I.	of Bureau Veritas
B.S.	of the British Corporation
A.I.	of the American Bureau of Shipping
100 A.4.	of the Germanischer Lloyd
100 A.II	of the Registro Italiano Navale
I.A.I	of the Norske Veritas
P. 4/1 C.	of the U.S.S.R.

Lighting

16. The lighting of a petroleum ship in a port shall be exclusively electric:

Provided that the provisions of this regulation shall not apply to navigation or signal lights for use in an emergency when such lights are so disposed as to prevent any risk of fire or explosion.

Conditions under which ships carrying petroleum may enter port

17. A petroleum ship shall not enter a port unless she conforms with the following conditions:

- (a) the tanks or holds of ships carrying dangerous petroleum or ordinary petroleum in bulk shall be isolated fore and aft by cofferdams capable of being filled with water and the efficient clearance of petroleum vapour out of the tanks or holds shall be ensured by special ejectors or ventilators;
- (b) ships carry a full cargo of dangerous petroleum or ordinary petroleum in containers shall conform with the conditions laid down for ships carrying dangerous petroleum or ordinary petroleum in bulk;
- (c) ships carrying a part cargo of dangerous petroleum in containers shall conform with the following conditions:
 - (i) all containers of dangerous petroleum shall be stowed together in one hold:

Provided that:

 - (a) such hold shall contain no other combustible materials;
 - (b) such hold shall not be contiguous to the engine room from which it shall be separated by other holds or by a cofferdam, with water-tight bulk-heads in between; and
 - (c) the shaft tunnel shall not pass through such hold;

(ii) such ships shall have special ejectors or ventilators to ensure the efficient ejection of the petroleum vapours accumulating in the bottom of the holds, and also a special pump fitted in a well ventilated space to ensure the expulsion of any petroleum which may have leaked out.

Ships with dangerous petroleum not to enter Grand Harbour or Marsamxett Harbour	18. No ships carrying dangerous petroleum shall enter Grand Harbour or Marsamxett Harbour.
Certificate required	19. A petroleum ship shall be provided with a certificate from an authority approved by the Superintendent specifically stating that the ship is fitted out in accordance with the requirements of these regulations and that the packing and stowage are in accordance with the rules at the port of loading, or failing such, with those of the Ministry of Transport of the United Kingdom or the Board of Underwriters of New York.
Declaration of owner	20. In the case of a petroleum ship carrying dangerous petroleum in containers the owner shall furnish a signed declaration to the effect that the cargo of dangerous petroleum in containers has not entailed the payment of any extra insurance premium on the ship.
Transportation of petroleum between Malta and Gozo	21. Nothing in these regulations shall prevent local ships from transporting petroleum between the Maltese Islands: Provided that: (a) all the precautions as to loading and unloading laid down in these regulations and considered applicable by the Superintendent are observed; and (b) in no case shall boats when carrying dangerous petroleum carry passengers except the owners of the cargo; and (c) no person shall smoke on board while petroleum is being carried.
Pilotage and signals. Substituted by L.N. 32 of 1992	22. It shall be the duty of the Master of a ship arriving from beyond the seas to employ a pilot in entering or leaving a port. The Master shall inform the pilot as soon as he arrives on board of the nature of the cargo, and before entering and as long as the ship remains in port, shall fly by day a red flag not less than 1 metre square or if such flag is not available, the International Code Flag B, and shall by night exhibit where it can be seen and in any case not less than 7 metres above the deck, a red light visible all round the horizon for a distance of at least two miles, in addition to any navigation lights which may be required by any other regulations; Provided that in the case of a ship being a petroleum barge which cannot normally comply with the provisions of this regulation in respect to signals, the Master may, in lieu of the signals specified herein, display by day in a conspicuous position above the deck a red flag of metal not less than 0.5 metres square and by night an all round red light.
Berthing, mooring etc. of petroleum ships	23. (1) No petroleum ship lie on the ground unless the Superintendent has given his permission in writing. (2) The master of every petroleum ship shall secure the ship by means of steel wires, hawsers, or chain cable and at both the bow and stern of the ship there shall be made fast to bitts or clinched on board and hung over the

Discharge
landing etc. of
dangerous
petroleum

ship's side a wire rope with a connecting shackle so that a tow rope can easily be fastened thereto in an emergency by a towing boat or tug.

(3) No master of a petroleum ship shall, except for the purpose of loading petroleum from one ship to another, lie within 100 feet of another petroleum ship without the permission in writing of the Superintendent.

24. (1) No person shall land any dangerous petroleum in the Grand Harbour or in Marsamxett Harbour.

(2) Before any dangerous petroleum is landed or loaded the owner shall give due notice to the Superintendent of the time and place of such landing or loading.

(3) No person shall land or load any dangerous petroleum at any quay other than such quays as the Superintendent may from time to time direct.

(4) No person shall land or load any dangerous petroleum except between sunrise and sunset:

Provided that ships carrying dangerous petroleum in bulk which have commenced discharging into reservoirs on shore or into tank barges, or loading into their own tanks, after sunset, 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, such discharge or loading shall be discontinued until after sunrise.

(5) When the landing or loading of dangerous petroleum has been commenced such diligence, and if it is discontinued the tank and holds of the petroleum ship be closed immediately.

(6) No persons shall decant bulk dangerous petroleum or ordinary petroleum into containers on board a ship or on lighters in any port:

Provided that the Superintendent may permit ordinary petroleum to be so decanted in Marsaxlokk Harbour under such conditions as he may deem fit.

(7) Every petroleum ship shall, after landing or loading cargo, leave harbour without delay:

Provided that the ship may without delay proceed to an approved berth for the purposes of tank cleaning and gas freeing under such conditions as the Superintendent may permit.

(8) No master of a petroleum ship fitted with internal combustion engines shall permit his ship to get under way under her own power unless the engine room has been properly ventilated.

Watch and
supervision

25. (1) Every petroleum ship shall at all times be watched by a competent person on board until all dangerous petroleum or ordinary petroleum has been landed or loaded, and until the master certifies in writing to the Superintendent that the ship is free from petroleum vapour.

(2) When a ship is at the tank cleaning berth there shall be only one means of access at which a competent person shall be on guard and shall be in a position to signal the Duty Officer at all times by whistle or other means.

	<p>(3) The Superintendent may if he thinks fit appoint a person or persons to superintend the observance of these regulations at the expense of the owner.</p>
<p>Inspections and control</p>	<p>26. The Superintendent may inspect any petroleum ship at any time he considers it desirable to do so before or after entry into the Grand Harbour or Marsamxett Harbour and may prohibit the entry of any ship, or stop any operation which, in his opinion, may constitute a danger to other interests.</p>
<p>Testing and sampling of petroleum</p>	<p>27. (1) The master of a petroleum ship shall, when so required by the Superintendent, afford the Superintendent particulars of all petroleum under his control or in his ship and shall afford every reasonable facility to enable the Superintendent to inspect and examine such petroleum and all articles and things connected with its stowage, loading or landing and with the precautions to be taken in pursuance of these regulations.</p> <p>(2) The Superintendent may cause a sample or samples of the petroleum on board any ship to be extracted for testing at such place and at such time as he may appoint; and the master or any person appointed by him may if he so wishes be present at the testing.</p> <p>(3) A model of the apparatus for testing petroleum shall be deposited at the Custom House.</p>
<p>No other cargo to be worked</p>	<p>28. During the time that dangerous petroleum is being loaded or discharged no other goods or cargo shall be worked in the same hold or compartment or in such a way as to pass over the dangerous petroleum working area or to interfere with the working of the dangerous petroleum in any manner whatsoever.</p>
<p>Lightning conductors</p>	<p>29. The master of any petroleum ship shall cause the lightning conductors to be maintained in efficient condition, properly insulated from masts and shrouds in good electrical contact with the hull of the ship.</p>
<p>Precautions in petroleum ships in port</p>	<p>30. When a petroleum ship is in any port:</p> <ul style="list-style-type: none"> (a) no person shall clean boiler tubes, super-heater tubes, uptakes and funnels by sooth blowing, sweeping or any other method during loading or unloading of dangerous petroleum or ordinary petroleum either in containers or in bulk or while any dangerous petroleum or ordinary petroleum remains stowed on deck or until a ship has been certified gas free; (b) no person shall use any iron or steel hammers or other instruments capable of causing a spark for the purpose of opening or closing the hatches or tank lids of the ship; (c) the master shall ensure that all new cotton waste shall be stored in a dry place away from oil and other inflammable material and no dirty waste shall be allowed to lie about in any part of the ship; (d) no strangers shall be allowed access to the interior of the ship; (e) no person shall use any electric wandering leads or portable lights or lamps in the vicinity of cargo tanks, holds, cofferdam, between decks or in pump rooms or in the interior of any petroleum ship, except the approved lights mentioned in paragraph (h) of this regulation. (f) Naked lights shall be prohibited at all times; (g) No unauthorised addition or alteration shall be made to the ship's lighting system to supplement the general illumination;

(h) All torches and portable self-contained electric lamps on board shall be of a gas tight pattern for use in a dangerous atmosphere.

Lighters Alongside ships	31. Without prejudice to the provisions of paragraph 4 of regulation 24 of these regulations, lighters and labour gangs shall not be allowed on a petroleum ship until loading or unloading is about to begin and shall not be permitted to stay there during the night time
Cleaning of Tanks	32. The holds and tanks of a petroleum ship shall not be cleaned and the tanks of a ship carrying a cargo of dangerous petroleum shall not be opened after the landing of petroleum while the ship is in a port except at such places and under such conditions as the Superintendent may permit.
Shore pumps	33. A petroleum ship's pumps, whenever practicable, shall be operated by means of power (steam or air pressure) obtained from the shore and all fires and lights of every description except those necessary to comply with these regulations shall be extinguished before the loading or discharging of dangerous petroleum is commenced.
Shore steam	34. Steam shall not be supplied from a boiler on shore for landing or loading dangerous petroleum and steam shall not be supplied from a boiler on shore for any other purpose during the time when dangerous petroleum is being landed or loaded unless the lateral distance between the boiler and the ship is at least one hundred feet.
Fires	35. From the time when any hold or tank of a petroleum ship is first opened for the purpose of loading or landing dangerous petroleum until such time as all dangerous petroleum is loaded into or removed from such hold or tank and the hold or tank has been securely closed down subject to the provisions of these regulations there shall be no naked light on board such ship or at near the place where the dangerous petroleum is being loaded or landed.
Electric and Other mechanical pumps	36. (1) No dangerous petroleum shall be discharged or transferred from one tank to another in a petroleum ship by means of electric pumps on board the ship unless the motors and control gear are of the flame and explosion proof type and comply with the specifications for apparatus of that type as are designed, constructed, installed and maintained in accordance with the requirements of Lloyds Register Shipping or other classification society as listed in regulation 15. (2) No dangerous petroleum shall be discharged or transferred from one tank to another in a petroleum ship by pumps driven by engines on board the ship if blow lamps, ignition cartridges, or other such means are used for starting the engines, and in all cases the engines shall comply with the requirements of Lloyds Register of Shipping or any other classification society as listed in regulation 15 for engines used in petroleum ships.
Safe apparatus Pumps etc.	37. Notwithstanding the provisions of these regulations, lamps, heaters or cookers or other similar type of safe apparatus, electric or otherwise, so designed, constructed and maintained as to be incapable of igniting inflammable vapour, may be used on a petroleum ship and the discharging or loading of such ship may take place under conditions approved by the Superintendent, 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, tanks, holds and pumps

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 or other classification society as listed in regulation 15.

Thunderstorms	38. All transfers of dangerous petroleum shall be suspended during thunderstorms or other periods of atmospheric electrical disturbances or when such conditions are imminent.
Pipes to be free From leaks	39. All pipes and other appliances used in the discharging or loading of dangerous petroleum and ordinary petroleum in bulk shall be free from leakage and shall be closed throughout, so that the petroleum is not exposed to the atmosphere in the process of its being discharged or loaded, and all pipe lines and hoses shall be adequately and continuously earthed during the discharging or loading of dangerous petroleum.
Supervision over Pipes	40. During loading or discharging of dangerous petroleum or ordinary petroleum in bulk, adequate supervision shall be maintained in the vicinity of the flexible hose on deck so that in the event of accident the warning to stop pumps and shut valves can be given without delay.
Connection of Hoses	41. The flexible hose shall be connected to the petroleum ship's pipe line by means of clamps or any other appliance so that the hose can be quickly disconnected in case of emergency and it shall be suspended from a derrick or davit or any other similar appliances and ample allowance made for possible movement of the ship.
Discharge into Harbour	42. No petroleum shall be discharged or allowed to escape into the waters of a port.
Clearance of Lighters from ship's side	43. (1) Whenever dangerous petroleum is being loaded from or into lighters alongside a ship, axes shall be kept available on board so that in case of fire occurring in a lighter all mooring ropes except one may quickly be cut, the remaining rope being used to drop the lighter clear of the ship. (2) A burning lighter shall not be cut entirely adrift without instructions from the Superintendent unless it is secured for towing.
Danger areas	44. (1) An area enclosed by boundary lines at a distance of 100 feet from any part of the ship into which or from which the operation of loading or discharge of dangerous petroleum is being carried out shall be regarded as a danger area. (2) The owner of the petroleum shall cause watchmen or sentries to be placed on shore to prevent unauthorised persons from entering such danger area. (3) No cranes or locomotives with fires alight, and no motor vehicles or electric driven machines with engines running shall be allowed within such danger area.

	(4) No ships or small craft with running motors, lights or fires on board shall approach a ship receiving or discharging dangerous petroleum.
Spark arrestors	<p>45. (1) All small craft going alongside petroleum ships shall have their funnels protected against fire sparks by a spark arrestor as approved by the Superintendent and no such craft with unprotected funnels shall approach within 100 feet of any such ship.</p> <p>(2) Tugs used in connection with the handling of petroleum ships shall be approved by the Superintendent.</p>
Barges and Lighters	<p>46. (1) Barges and lighters used for the purpose of carrying dangerous petroleum and ordinary petroleum:</p> <ul style="list-style-type: none"> (a) shall be made of steel; and (b) in both their bow and stern, there shall be made fast to bits or clinched on board, a metal towing pendant, the end of which is to hang over the side having a connecting shackle so that a tow rope may easily be fastened thereto from outboard. <p>(2) The towing ropes shall be of metal or fastened to the shackle of the metal towing pendant specified in sub-paragraph (b) of paragraph (1) of this regulation.</p> <p>(3) Two or more barges or lighters shall not be towed abreast when carrying dangerous petroleum.</p>
Hatches to be closed when not working	47. When loading or discharging containers of dangerous petroleum or ordinary petroleum adequate supervision shall be maintained at each hatch at which cargo is being worked and whenever loading or discharging has been suspended or stopped all hatches shall be closed down gastight and no cargo other than deck cargo approved by the Superintendent is to remain on deck.
Containers not to be damaged	48. No person shall discharge or load containers of dangerous petroleum by dragging such containers across the hold or deck or from under the coamings.
Chain slings not to be used	49. When dangerous petroleum is being handled in containers chain slings or can hooks for handling such containers shall not be used and iron and steel hatch coamings are to be padded to prevent sparks.
Petroleum landed or deposited on quay to be removed forthwith	50. No person shall discharge or deposit on any quay any dangerous petroleum in containers until the ship or carriage by which the same is to be removed therefrom is at the place in readiness to receive the same, and all dangerous petroleum landed or deposited shall forthwith be removed from the quay to the ship or duly appointed place of storage as the case may be.
Containers to be staunch	<p>51. (1) No persons shall discharge or load any dangerous petroleum or ordinary petroleum in containers unless the containers are staunch and free from leakage and are of such strength and construction as not to be liable except in case of gross carelessness or extraordinary accident, to be broken or to leak</p> <p>(2) If any container holding dangerous petroleum or ordinary petroleum is found to be in a leaky condition, it shall at once be isolated</p>

from any container of dangerous petroleum in the vicinity and removed to a distance of at least 100 feet from any cargo hatch that may be open.

(2) The contents of such leaky container shall then be transferred with all possible precaution to sound containers and the empty leaky container removed from the port.

(3) No person shall cooper any container on board a petroleum ship or within 100 feet of such ship.

Fires and lights on
quay

52. No person shall make use of fires and lights other than electric filament lamps, electric discharge lamps and self contained electric lamps upon the quay upon which dangerous petroleum or ordinary petroleum is being loaded or discharged or upon which dangerous petroleum is lying.

Master not relieved
of his responsibility
for the safety of the
ship

53. Nothing in these regulations shall be taken to relieve the master of his responsibility for the safety of the ship, the crew, any person working on it and the cargo carried in the ship.

Repeal of
Regulations

54. The Regulations published by Government Notice 397 of 1936 as subsequently amended are hereby repealed.

Regulations are in
addition and not in
derogation of any
laws or regulations

55. The provisions of these regulations are in addition to and not in derogation of the provisions of any law or regulations.

Exemption of
petroleum ships of
Naval forces from
regulations

56. The Superintendent of Ports may exempt petroleum ships belonging to or forming part of the naval forces of a country from compliance with any or all the provisions of these regulations.

SCHEDULE

REGULATION 3

NOTICE OF EXPECTED ARRIVAL OF PETROLEUM SHIP

1. Name of ship
2. Nationality
3. Last port of call
4. Tonnage Gross Net Deadweight
5. Length overall
6. Estimated deepest draft
7. Date expected
8. Approximate tonnage and description of petroleum carried.

TYPE	QUANTITY	FLASHPOINT	TO BE LANDED OR IN TRANSIT
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9. Approximate tonnage and description of petroleum to be shipped:

Deadweight
Description

10. State whether the petroleum is carried in bulk or in containers

If dangerous petroleum is carried in containers attach a certificate signed by the owner stating that no extra insurance has been taken on the ship.

11. Purpose of call:
12. Owners of ship
13. Agents
14. Owners of petroleum
15. Remarks

Owner/Agents

Date