

**MARINE AND COMMERCE DEPARTMENT.**

**SPECIAL RULES FOR VESSELS CARRYING OIL FOR FUEL.**

**No. 35**

**Dated Rangoon, the 21 st October 1901.**

No. 35.- In exercise of the power conferred by section 50 of the Inland Steam-Vessels Act, 1884 (VI of 1884), and in continuation of Marine and Commerce Department Notification No. 7, dated the 24 th February 1894, the Lieutenant-Governor of Burma, with the previous sanction of the Governor-General in Council, makes the following special rules for vessels carrying oil for fuel:-

**Capacity, ventilation , and fittings of the receptacles and holds containing oil.**

1. No inland steam-vessel shall carry oil for fuel except: -

**Special tanks only to be used**

- (a) in tank- compartments fitted in accordance with the provisions of Rule 4 ;
- (b) in storage-tanks specially constructed for that purpose, with a capacity not exceeding five thousand gallons each , and properly fitted and placed in holds in accordance with the provisions of Rule 5 ; and
- (c) in service-tanks specially constructed for that purpose, with a capacity not exceeding eight hundred gallons each, and fitted in accordance with the provisions of Rule 6.

Provided that on a small steam-vessel not exceeding sixty feet in length and considered unsuitable for a strict enforcement of the above provisions, oil for fuel may be carried in any tank or tanks certified to be fit for that purpose by an officer appointed by the Local Government in this behalf.

Limits on the quantity of oil for fuel.

2. The total quantity of oil for fuel carried on an inland steam-vessel at one time shall not exceed one hundred and fifty tons.

Description of “fan-connection” and substitutes therefor.

3. (1) In these rules “fan-connection” shall mean a rotary fan or other appliance capable of being worked by manual labour, for mechanically forcing air through a pipe into a tank-compartment storage-tank or hold containing storage-tanks, for the purpose of ventilating the same by means of the forced draught, and shall include the pipe connecting such appliance with the hold or tank-compartment to be so ventilated.

(2) In any case in which a fan-connection is required under Rules 4 and 5, a steam-jet connection, or any means of ventilation certified to be safe and suitable for the purpose by an officer appointed by the Local Government in this behalf, may be substituted and used therefor.

Description and fittings of a tank-compartment.

4. (1) In these rules "tank-compartment" shall mean a compartment or hold, of an inland steam-vessel, which is itself the oil-tank and is completely separated from all other compartments or holds by a double-bulk-head filled with water and known as a "coffer dam."

(2) Every tank-compartment shall be -

(i) fitted with an air-tight man-hole door, which shall be kept securely fastened under lock and key ;

and

(ii) well ventilated by means of two or more ventilation -pipes extending to, and fitted with, suitable cowls above the roof of the steam-vessel so that a free and continuous current of air may be provided ; and

(iii) fitted with a fan-connection or other connection permitted under Rule 3 for the purpose of blowing or otherwise dissipating all gas out of the tank-compartment before the man-hole door is opened.

Fittings and ventilation of other storage-tanks and of holds containing the same.

5. (1) Every hold, in which the storage-tanks specified in clause (b) of Rule 1 are carried, shall be well ventilated with two or more ventilation- pipes extending to, and fitted with, suitable cowls above the roof of the steam-vessel so that a free and continuous current of air may be provided. Every such hold shall likewise be fitted with a fan-connection or other connection permitted under Rule 3 for the purpose of blowing or otherwise dissipating all gas out of the hold before the hatch is opened; and the hatch thereof shall be kept securely fastened under lock and key. Such hold may also have a glass fitted air-tight in the bulk-head, through which it can be lighted by an electric or other light placed outside.

(2) Such storage-tanks shall be so far separate from each other and the sides of the hold as to permit of the passage of a man for the purpose of cleaning all sides of each tank. Each storage-tank may be connected by a pipe at the bottom with the nearest tank or tanks so as to permit of a free flow of oil from one tank to the other whenever required.

Provided that every such connecting-pipe between any two tanks shall be so fitted with a cock that, in a case of emergency, the oil in each tank can be shut off from every other tank.

(3) Every storage-tank shall be also fitted with an air-tight man-hole door, and shall be connected at the top with a ventilation- pipe extending to above the roof of the steam-vessel.

Provided that the storage-tanks, so connected with the same ventilation-pipe , shall not exceed five thousand gallons in aggregate capacity, and such ventilation-pipe shall be used only for the purpose of ventilating such tanks.

(4) Every such storage-tank, having a capacity exceeding eight hundred gallons, shall be also fitted with a fan-connection or other connection permitted under Rule 3 for the purpose of blowing or otherwise dissipating all gas out of the tank before the man-hole door is opened.

Fittings of service-tanks.

6. Every service-tank shall be fitted with an air-tight man-hole door securely fastened under lock and key, and likewise with a ventilation-pipe extending to above the roof of the steam-vessel.

Davy lamps to be kept on board.

7. The owner of an inland steam-vessel carrying oil for “fuel shall cause two or more Davy safety lamps to be supplied and kept in a convenient place for use, when required, in, or in the neighbourhood of, the service-tanks, tank-compartments or holds containing storage-tanks.

**Fire and inflammable materials prohibited near the oil.**

Fire and storage of inflammable materials prohibited near the oil.

8. (1) No fire, forge, furnace or similar source of danger shall be permitted, if a bulkhead intervenes within ten feet, or otherwise within twenty feet of any tank-compartment or storage-tank, or within, above or below a radius of ten feet measured horizontally from any service-tank, except in a properly fitted fire-place of an enclosed kitchen on the sponsons of a paddle-steamer and except in such stoke-holes or other parts of the vessel and subject to such conditions as may be specified in a certificate granted under the proviso to Rule 1.

(2) No explosive shall be stored within twenty feet, and no highly inflammable material shall be stored within ten feet, of any tank-compartment, storage-tank or service-tank.

**Precautions before and when opening tank-compartments, service-tanks or holds containing storage-tanks.**

All gas to be blown out before opening hatch, & c.

9. As the specific gravity of the oil-gas is almost equal to that of air, the Master or Chief Engineer shall cause a current of air from the fan-connection or a jet of steam to be created and continued sufficiently long, for

the purpose of blowing the gas out of the tank-compartment or hold containing storage-tanks or otherwise dissipating the gas therein before the man-hole door or hatch is opened.

Precautions when hatch, &c., is opened.

10. (1) The man-hole door of a tank-compartment or service-tank, or the hatch of a hold containing storage-tanks shall not be opened except in the presence of the Master or Chief Engineer, who shall remain on board so long as such man-hole door or hatch remains open. And it shall not be opened between sunset and sunrise, except in case of special necessity or for the purpose of taking oil on board when permitted under Rule 13.
- (2) No person under fifteen years of age, and, without the permission of the Master or Chief Engineer, no passenger or other unauthorized person shall enter or be allowed to enter any hold containing storage-tanks, or come or remain or be permitted to come or remain near a tank-compartment or service-tank or hold containing storage-tanks whilst the man-hole door or hatch is open.
- (3) No light of any kind shall be brought near the man-hole door of a tank-compartment or service-tank, or the hatch of a hold containing storage-tanks, when such man-hole door or hatch is being opened, until a sufficient interval has elapsed for the escape of the first rush of gas, if any; and whilst such man-hole door or hatch remains open, no smoking or other light except electric lights or Davy safety lamps, shall be allowed or burned in such tank-compartment or hold, or within twenty feet of the man-hole door or hatch thereof, or, in the case of a service-tank, within ten feet thereof. Precautions shall also be taken to have this rule observed by passengers on the portion of the upper deck above the hatch or man-hole door, when the same is being opened.
- (4) Whenever the man-hole door of a storage-tank or service-tank is being opened, special precautions shall also be adopted to avoid danger from an accumulation of gas therein or in the connections with other tanks.

Removal of oil through manhole door prohibited.

11. If there are any passengers on board the vessel, no oil shall be removed from a tank-compartment, storage-tank or service-tank through the man-hole door or otherwise than through the suction or other pipe provided for that purpose.

Hatches to be kept locked.

12. (1) When the man-hole door of a tank-compartment or service-tank or the hatch of a hold containing storage-tanks is being closed, care shall be taken that the same may be properly closed and locked to the

satisfaction of the Master or Chief Engineer. The key thereof shall always remain in the custody of the Master or Chief Engineer, and duplicates of all such keys may also be kept by the Master under lock and key, but no other duplicates of such keys shall be allowed on board the vessel.

(2) The Engine-driver having the chief control of the engines of a small steam-vessel which does not carry an Engineer, shall, for the purposes of this rule and of Rules 9 and 10 be deemed to be the Chief Engineer of such steam-vessel.

**Precautions when taking oil on board.**

Prohibition against intake of oil by night.

13. Except on a steam-vessel then lighted by electric lights, no oil shall be taken on board after sunset and before sunrise.

Before and during intake pipes shall be watched.

14. Before and whilst taking oil on board, great care shall be taken that all couplings and pipe-connections to tank-compartments and storage-tanks are perfectly tight and that no oil be allowed to leak on to the deck or bilges. If any leakage occurs, the oil shall be forthwith thoroughly cleaned up.

On the completion of intake all such connections shall be closed.

15. When the intake of oil is completed, all intake-pipe connections to tank-compartments, storage-tanks or service-tanks shall be carefully closed and any oil then spilt shall be thoroughly cleaned up.

**Special precautions in respect of oil-pump.**

Oil-pump.

16. (1) All glands, joints, valves and cocks of the oil-pump and of the pipe-connection therefrom to tanks shall be kept perfectly tight and shall be continually watched when in use.

(2) No light, other than a Davy safety lamp or electric light, shall be allowed near the oil-pump, whether the same is being used or not.

(3) The oil-pump shall be always thoroughly cleaned after use.

**Special precautions in respect of service-tanks.**

Service-tanks.

17. The service-tanks on deck shall be repeatedly examined, and all joints and cocks thereof and the service-pipes to the furnaces shall be kept perfectly tight, and no oil allowed to leak on to the stoke-hole plates or into bilges.

**Precautions in stoke holes and on staring and shutting off furnace.**

Uncovered stoke-hole.

18. When the furnaces are not burning, no lights, other than electric lights or Davy safety lamps, shall be used in the stoke-hole except as provided in the next following rule.

Precautions on starting furnace.

19. In starting fires with steam up in any of the boilers, steam shall be blown through the sprinklers into the furnace for a few minutes before the oil is turned on; and in lighting the oil, special care shall be taken that on fire drops on the stoke-hole plates or into the bilges.

Precautions when shutting off furnaces.

20. In shutting off the oil from the furnaces, the oil shall be first shut off from the service-tanks on deck, the steam shall be continued to be blown through the sprinklers until all the oil in the pipes from the service-tanks to the furnaces has been completely burnt, to prevent any leakage of oil into the furnaces before the same are next ignited.

#### General precautions.

Cocks and valves to be kept shut.

21. Care shall be taken that all locks and valves to tank-compartments, storage-tanks and service-tanks are shut except when open for actual use.

All oil to be removed from bilges.

22. Should oil by any chance fall into the bilges of the steam-vessel, it shall be removed therefrom at once.

Sand to be kept in stoke-hole and on deck.

23. The owner of a steam-vessel carrying oil for fuel shall cause several buckets of fine dry sand to be kept in each stoke-hole in a convenient place for immediate use in case of fire, and shall also cause a good supply of such sand to be kept on deck in a convenient place for a like use.

Copy of rules to be posted.

24. The owner of such steam-vessel shall also cause a copy of these rules to be hung up in a conspicuous place on board the steam-vessel.

#### Penalties.

Penalty for carriage of oil without proper equipment, & c.

25. Any owner or master of an inland steam-vessel who commits or permits on such steam-vessel a breach of Rule 1, 2, 7, 8, 13, 23, or 24 shall be punished with imprisonment for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both.

Penalties for other breaches of rules.

26. Any master, engineer, or other person exercising authority in any part of a steam-vessel, and, in the case of a vessel not carrying an engineer, any engine-driver, who fails to take proper measures in matters under his control for securing the observance of the precautions enjoined by Rules 8 to 23, and any person committing a breach of Rule 8, 11, 12, 16 or 18, and any person employed on board the steam-vessel who commits a breach of Rule 10, or fails to perform any duty enjoined by Rules 8 to 23 and specifically assigned to him by a person entitled to give such command, and any passenger or other person not employed on board the steam-vessel, who, in disregard of any warning or request communicated to him, or knowing or having reason to believe that he is acting illegally, commits a breach of Rule 10, shall be punished with imprisonment for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both.

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