And Whereas the Minister of Agriculture and Fisheries, the Secretary of State for the Home Department and the Secretary of State for Scotland acting jointly, being the Appropriate Department in this case, having considered representations made to them in that behalf by persons appearing to the Department to have a substantial interest in the matter, are satisfied that the application of the provisions of the said Order is likely to cause hardship:

Now therefore the Minister of Agriculture and Fisheries, the Secretary of State for the Home Department and the Secretary of State for Scotland, acting jointly, in pursuance of the powers conferred upon them by Section 3 of the said Act, hereby direct as follows:—

1. The provisions of the Merchandise Marks (Imported Goods) No. 1 Order, 1932(**a**), shall cease to apply to butter during the period of twelve months from the date of this Direction.

2. This Direction may be cited as the Merchandise Marks (Imported Goods) Exemption Direction (No. 1), 1951.

In witness whereof the Official Seal of the Minister of Agriculture and Fisheries is hereunto affixed this twenty-fifth day of May, nineteen hundred and fifty-one.

(L.S.) *T. Williams.*

Given under the Hand of the Secretary of State for the Home Department, this twenty-fifth day of May, nineteen hundred and fifty-one.

J. Chuter Ede.

Given under the Seal of the Secretary of State for Scotland, this twenty-fifth day of May, nineteen hundred and fifty-one.

(L.S.) *Hector McNeil.*

MERCHANT SHIPPING

The Merchant Shipping (Fire Appliances) (Amendment) Rules, 1951

1951 No. 1719

Made - - - -	*25th September*, 1951
Laid before Parliament	*26th September*, 1951
Coming into Operation	*2nd October*, 1951

The Minister of Transport in exercise of his powers under Section 427 of the Merchant Shipping Act, 1894(**b**), and Section 5 of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932(**c**), and of all other powers him enabling in that behalf, hereby makes the following Rules:—

1.—(1) These Rules shall come into operation on the second day of October, 1951, and may be cited as the Merchant Shipping (Fire Appliances) (Amendment) Rules, 1951.

(2) The Interpretation Act, 1889(**d**), shall apply to the interpretation of these Rules as it applies to the interpretation of an Act of Parliament.

(**a**) S.R. & O. 1932 (No. 128) p. 904.
(**b**) 57 & 58 Vict. c. 60.
(**c**) 22 & 23 Geo. 5. c. 9.
(**d**) 52 & 53 Vict. c. 63.

2. There shall be included among the classes in which ships are arranged for the purposes of the Merchant Shipping (Fire Appliances) Rules, 1948(**a**) (hereinafter referred to as " the Principal Rules "), a new class of passenger ship to be referred to as ships of Class VI (A), and accordingly the Principal Rules shall have effect as though:—

(*a*) in Rule 2 the words " as amended by the Merchant Shipping (Life-Saving Appliances) (Amendment) Rules, 1951(**b**) " were added after the words " the Merchant Shipping (Life-Saving Appliances) Rules, 1948 "; and

(*b*) after Rule 48 there were inserted the following new rule:—

" SHIPS OF CLASS VI (A)

Steam launches and motor boats carrying passengers in pursuance of a passenger certificate entitled 'Passenger Certificate for a vessel plying for short distances to sea carrying passengers, mail and a limited quantity of cargo on essential services between ship and shore, island and island or island and mainland.'

48A.—(1) Every decked ship of Class VI (A) shall be provided with:—

(*a*) Apparatus whereby a powerful jet of water can be rapidly brought to bear upon any part of the ship occupied by passengers or crew or appropriated for use as a cargo space, store room, coal bunker, boiler room or engine room.

(*b*) Two portable fluid fire extinguishers for each space occupied by passengers or crew.

(*c*) One fire pump operated by power.

(*d*) Hydrants and fire hose so arranged that a jet of water may be brought to bear upon any part of the ship with the aid of any of the fire pumps provided in the ship.

(2) Every decked ship of Class VI (A) fitted with oil-fired boilers shall be provided with:—

(*a*) An additional fire pump connected to the water service pipes. Such pump and its source of power shall not be placed in the same compartment with the pump required by sub-paragraph (*c*) of paragraph (1) of this Rule, and may be a manual pump situated on deck in a position away from the engine room. The sea suction valve shall be capable of being controlled from outside the machinery space.

(*b*) A fire hose with a nozzle suitable for spraying water on oil.

(*c*) In each firing space a receptacle, containing a suitable quantity of sand, sawdust impregnated with soda or other suitable dry material, and scoops for distributing the material.

(*d*) In the boiler room, and in each machinery space in which a part of the oil fuel installation is situated, two portable fire extinguishers, which discharge froth, or another medium suitable for quenching oil fires.

(*e*) One froth fire extinguisher of at least 30 gallons capacity with a hose suitable for reaching any part of the boiler room and spaces containing oil fuel units. The extinguisher and the valves by which it is operated shall be easily accessible and so placed that they will not readily be cut off from use by an outbreak of fire.

(a) S.I. 1948 (No. 1009) I, p. 1882. (b) S.I. 1951 No. 1718, p. 1306 below.

(3) Every decked ship of Class VI (A) fitted with internal combustion machinery shall be provided with:—

(*a*) An additional fire pump and a fire hose complying respectively with sub-paragraphs (*a*) and (*b*) of the foregoing paragraph.

(*b*) Two 2-gallon froth fire extinguishers in each machinery space, or, if the machinery space can be rapidly and completely closed, with a sufficient number of carbon tetrachloride or other similar extinguishers.

(4) Every open ship of Class VI (A) shall be provided with:—

(*a*) A fire hose and a receptacle complying respectively with sub-paragraphs (*b*) and (*c*) of paragraph (2) of this Rule.

(*b*) A hand fire pump situated in a position away from the machinery space. The sea suction valve shall be capable of being controlled from outside the machinery space.

(*c*) Two fire buckets or bailers.

(*d*) Carbon tetrachloride or other similar extinguishers suitable for quenching oil fires, and froth type extinguishers, in each case in accordance with the following scale:—

Overall length of ship	Carbon tetrachloride or equivalent type	Froth type Number and capacity
Not exceeding 30 feet	2	1 One-gallon
Exceeding 30 feet but not exceeding 50 feet ...	2	2 One-gallon
Exceeding 50 feet	3	2 Two-gallons"

Given under the Official Seal of the Minister of Transport this twenty-fifth day of September, 1951.

(L.S.)

Alfred Barnes,

The Minister of Transport.

EXPLANATORY NOTE

(This Note is not part of the Rules, but is intended to indicate their general purport.)

These Rules amend the Merchant Shipping (Fire Appliances) Rules, 1948, by adding a new class (Class VI (A)) to the classes into which ships are arranged for the purposes of those Rules and make provision for the fire appliances to be carried on ships of this class.