contained in Part IV of the First Schedule to the National Health Insurance (Subsidiary Employments) Order (Northern Ireland), 1938 :—

"Employment in lifeboat work involving part-time service only in any of the following capacities, including duties incidental to the employment or connected therewith, whenever performed :—

(*a*) as a member of a crew of a lifeboat;

(*b*) as a shore-attendant, shore-signalman, launcher, winchman, lightman, tractor-driver mechanic, tractor-driver helper, or helper at service or practice calls of a lifeboat."

3.—(1) There shall be added at the end of Part II of the First Schedule to the National Health Insurance (Subsidiary Employments) Order (Northern Ireland), 1938, the following paragraph :—

"Employment ordinarily involving less than 28 hours' service weekly, by the Ministry of Shipping or the Admiralty, as an auxiliary watcher."

(2) This article shall have effect as from the 20th October, 1939.

Given under the Official Seal of the National Health Insurance Joint Committee this tenth day of August, nineteen hundred and forty.

(L.S.) *H. N. Howorth,*
Secretary to the National Health Insurance Joint Committee.

Given under the Official Seal of the Ministry of Labour for Northern Ireland this tenth day of August, nineteen hundred and forty.

(L.S.) *F. C. S. Moore,*
Assistant Secretary to the Ministry of Labour for Northern Ireland.

PETROLEUM SPIRIT

Conveyance.

REGULATIONS, DATED THE 27TH DAY OF MARCH, 1940, MADE BY THE MINISTER OF HOME AFFAIRS UNDER SECTION 6 OF THE PETROLEUM (CONSOLIDATION) ACT (NORTHERN IRELAND), 1929.

1940. No. 27.

The Minister of Home Affairs, pursuant to the provisions of Section 6 of the Petroleum (Consolidation) Act (Northern

Ireland), 1929, hereby makes the following regulations as to the conveyance of petroleum-spirit by road and for protecting persons or property from danger in connection with such conveyance :—

PART I.

Provisions relating to Conveyance of Petroleum-Spirit in Tank Wagons or Tank Trailers.

Construction and maintenance.

1.—Any tank wagon or tank trailer used for the conveyance of petroleum-spirit shall comply with the provisions contained in Parts I and III of the Schedule to these Regulations, and together with its connections and fittings shall be maintained in good condition.

Precautions during filling or emptying tanks.

2.—Except during the operation of filling the tank, the filling pipe of a tank wagon or tank trailer shall at all times be kept securely closed and, unless the filling pipe is either provided with a liquid seal or fitted with a device to form an efficient flame-trap to a design approved by a government inspector, the filling pipe cover shall be kept locked and the keys shall not be carried on the wagon or trailer.

3.—Except during the operation of filling or emptying the tank, the dipping pipe of a tank wagon or tank trailer shall at all times be kept securely closed.

4.—During the operation of filling or emptying the tank of a tank wagon or tank trailer the following precautions shall be observed :—

(*a*) The vehicle shall be constantly attended by the driver or some other competent person of not less than eighteen years of age.

(*b*) (i) If the vehicle is mechanically propelled, the engine shall be stopped the whole time the operation of filling or emptying is proceeding and shall not be run until all tanks have been securely closed.

(ii) If the vehicle is horse-drawn, the horses shall be removed and the wheels securely scotched before the operation of filling or emptying is begun.

(*c*) Adequate provision shall be made to prevent the accumulation of a dangerous static charge of electricity.

(*d*) The petroleum-spirit shall be delivered to or from the vehicle only through sound metal piping or sound hose.

(*e*) Before the delivery of petroleum-spirit into any tank is begun, the person in charge of the vehicle shall take all reasonable measures to ascertain that the tank will receive the quantity proposed to be delivered.

Safety space to be unobstructed.

5.—No equipment or other article shall be placed in the space of not less than six inches required by paragraph 4 of the Schedule to these Regulations to be left between the tank and the fire-resisting shield of a mechanically propelled tank wagon.

Restrictions on conveyance of petroleum-spirit in tins, etc.

6.—No can, drum or other vessel containing petroleum-spirit shall be carried on any tank wagon or tank trailer used for the conveyance of petroleum-spirit except a tank wagon which is a composite vehicle so constructed as to comply with the provisions relating to conveyance on vehicles other than tank wagons as well as with the provisions relating to conveyance in tank wagons.

Attachment of trailers.

7.—(1) A trailer other than a tank trailer shall not be attached to a tank wagon.

(2) No trailer shall be attached to a tank wagon of a capacity exceeding 1,500 gallons.

PART II.

PROVISIONS RELATING TO CONVEYANCE OF PETROLEUM-SPIRIT ON VEHICLES OTHER THAN TANK WAGONS OR TANK TRAILERS.

Construction and maintenance.

8.—Any vehicle on which petroleum-spirit is conveyed shall comply wth the provisions contained in Parts II and III of the Schedule to these Regulations, and shall be maintained in good condition :

Provided that in the event of a breakdown of any vehicle conveying petroleum-spirit, a mechanically propelled vehicle which does not comply with the provisions of paragraph 11 of the Schedule may be used for the purpose of conveying the petroleum-spirit to its destination, if a vehicle complying with those provisions is not available within a reasonable time

Provisions as to the load.

9.—(1) The petroleum-spirit shall be conveyed in strong metal vessels in good condition and securely closed so as to prevent leakage.

(2) No vessel other than the fuel tank of the vehicle shall be filled with or emptied of petroleum-spirit on a vehicle used, or intended to be used, for conveying petroleum-spirit.

(3) If empty vessels which have contained petroleum-spirit are carried on the same vehicle with vessels containing petroleum-spirit, they shall be securely closed.

10.—(1) The load shall be protected from sparks, lighted matches or fire from without by a cover, whether fixed or loose, of fire-resisting material.

(2) No part of the load shall project beyond either side or the back of the vehicle, nor above the level of the top of the fire-resisting shield required by paragraph 11 or 13, as the case may be, of the Schedule to these Regulations.

Attachment of trailers.

11.—A trailer not used, or intended to be used, exclusively for conveying petroleum-spirit shall not be attached to any vehicle conveying petroleum-spirit.

PART III.

Provisions of General Application.

General provisions as to trailers.

12.—(1) A trailer conveying petroleum-spirt shall not be attached to any vehicle other than a motor tractor or a vehicle used, or intended to be used, exclusively for conveying petroleum, and not more than one trailer shall be attached to any such tractor or vehicle at any one time.

(2) A motor tractor shall not be used to draw a trailer conveying petroleum-spirit unless (*a*) the exhaust system of the tractor is wholly in front of the fire-resisting shield required by paragraph 13 of the Schedule to these Regulations, and (*b*) if electric lighting is employed on the tractor, the provisions of paragraph 14 of the Schedule are complied with.

(3)—(*a*) A vehicle conveying petroleum other than petroleum-spirit shall not be used to draw a trailer conveying petroleum-spirit unless that vehicle complies with all the provisions of these Regulations relating to vehicles conveying petroleum-spirit.

(*b*) The total quantity of petroleum and petroleum-spirit conveyed by that vehicle and the trailer together shall not exceed 2,500 gallons.

Constant attendance on vehicles.

13.—(1) Every vehicle while engaged in the conveyance of petroleum-spirit by road shall, except while halted in a place for

the time being approved for the purpose by the local authority empowered by the Petroleum (Consolidation) Act (Northern Ireland), 1929, to grant petroleum-spirit licences, be constantly attended—

(*a*) if the vehicle, not being halted,

(i) contains a quantity of petroleum-spirit exceeding 1,500 gallons, or

(ii) has a trailer attached to it,

by at least two persons of not less than eighteen years of age; or

(*b*) in any other case by at least one such person :

(2) For the purposes of this Regulation—

(*a*) a trailer while attached to another vehicle shall be regarded as forming part of the vehicle to which it is attached and not as being a separate vehicle;

(*b*) the driver may, while present with the vehicle, be reckoned as one person attending it.

Precautions against fire and explosion.

14.—All persons engaged in the loading, unloading or conveyance of petroleum-spirit shall observe all precautions necessary for preventing fire or explosion.

15.—A person while on or attending to any vehicle conveying petroleum-spirit shall not smoke nor carry any matches or lighters.

16.—No fire or artificial light capable of igniting inflammable vapour shall be allowed on any vehicle conveying petroleum-spirit, nor shall any explosive substance or any substance or article capable of causing fire or explosion be carried on any such vehicle.

17.—A supply of sand or other efficient means of extinguishing fire shall be carried in an easily accessible position on every vehicle conveying petroleum-spirit.

Protection of drains and sewers.

18.—Care shall be taken to prevent the escape of any petroleum-spirit into any drain or sewer.

Replenishing fuel tanks.

19.—(1) The fuel tank of a mechanically propelled vehicle shall not be filled or replenished with petroleum-spirit on a highway direct from a vehicle conveying petroleum-spirit in bulk, except with the sanction of the local authority empowered by the Petroleum (Consolidation) Act (Northern Ireland), 1929, to grant petroleum-spirit licences, and then only at such places and under such conditions as the local authority may approve.

(2) The fuel tank of a public service vehicle shall not be filled or replenished with petroleum-spirit direct from a vehicle carrying petroleum-spirit in bulk while any passenger is in or on the said public service vehicle.

Hawking petroleum-spirit.

20.—(1) If a vehicle is used for the hawking of petroleum-spirit and the petroleum-spirit is drawn off from any vessel in the course of such hawking, the following conditions shall be observed :—

(*a*) The quantity of petroleum-spirit conveyed at any one time shall not exceed twenty gallons;

(*b*) Any petroleum, other than petroleum-spirit, which is carried on the vehicle shall for the purposes of these Regulations be deemed to be petroleum-spirit.

(2) The provisions of paragraphs 11 and 14 of the Schedule to these Regulations shall not apply to a vehicle used in accordance with the foregoing conditions.

(3) The delivery of petroleum-spirit to premises licensed under the Petroleum (Consolidation) Act (Northern Ireland), 1929, shall not be deemed to be the hawking of petroleum-spirit for the purpose of this Regulation.

Responsibility of Employers.

21.—The owner of a vehicle used for the conveyance of petroleum-spirit who employs any person in connection with such conveyance shall furnish a copy of these Regulations to, or affix a copy thereof in some place where it can be conveniently read by, any such person and shall take all other measures necessary to ensure that any such person is acquainted with and carries out the provisions of these Regulations.

Enforcement.

22.—(1) It shall be the duty of every local authority empowered by the Petroleum (Consoldation) Act (Northern Ireland), 1929, to grant petroleum-spirit licences to enforce within their district the provisions of these Regulations, and the owner of a vehicle used for the conveyance of petroleum-spirit and his employees shall provide all reasonable facilities to an authorised officer of such local authority for the purpose of ascertaining that the provisions of these Regulations are duly observed.

(2) Every such local authority shall institute and carry on such proceedings in respect of breaches of the Regulations as may be necescsary to secure the observance thereof; and an inspector appointed by the local authority for the purposes of the Petroleum (Consolidation) Act (Northern Ireland), 1929, may, if so authorised by the loeal authority, institute and carry on any proceedings under the Regulations on behalf of the authority.

(3) The expenses incurred by a local authority in the enforcement of these Regulations shall be defrayed as part of the general expenses in the case of County Councils out of the poor rate and in the case of Belfast County Borough Council out of the consolidated rate and in the case of other local authorities under the Public Health Acts.

Application.

23.—(1) With the exception of Regulation 6, none of these Regulations shall apply to the conveyance of petroleum-spirit on any vehicle for use only in the propulsion of that vehicle.

(2) These Regulations shall not apply to the conveyance of petroleum-spirit on a vehicle (not being a tank wagon, a tank trailer, a public service vehicle,* or a vehicle used for the hawking of petroleum-spirt to which Regulation 20 applies) in a quantity not exceeding thirty gallons of petroleum-spirit in securely closed containers of a capacity not exceeding two gallons or in securely closed metal cans or drums of a capacity not exceeding ten gallons, or in a quantity not exceeding fifty gallons of petroleum-spirit contained in a single securely closed steel barrel.

(3) The provisions of these Regulations shall be in addition to, and not in derogation of, the provisions of any Regulations made by the Minister of Home Affairs under the powers conferred on upon him by the Locomotives on Highways Act, 1896, the Motor Vehicles and Road Traffic Acts (Northern Ireland), 1926 to 1934, or any other Act.

Power of Minister of Home Affairs to relax provisions.

24.—(1) If the Minister of Home Affairs is satisfied that in respect of any class of vehicle or any mode of conveyance any of the provisions of these Regulations may be safely suspended or relaxed, he may by Order authorise such suspension or relaxation for such period and under such conditions as he may think fit.

(2) Any such Order may be revoked or varied by the Minister of Home Affairs at any time.

Interpretation.

25.—(1) In these Regulations—

(*a*) unless the context otherwise requires, the expression "vehicle" includes a trailer;

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*NOTE :—It is recommended that in the case of a public service vehicle, the number of spare two-gallon tins carried exclusively for the use of the vehicle should not exceed ten, and that the tins, whether full or empty, should be securely closed. (See also article 44 of the Public Service Vehicles Regulations [N.I.], 1927. S.R. & O. [N.I.] 1927, No. 86.)

(*b*) the expression " trailer " does not include a trailer which forms part of an articulated vehicle, which for the purposes of these Regulations is deemed to be one vehicle;

(*c*) the " tank " of a tank wagon or tank trailer means one or more tanks on the same chassis;

(*d*) the expression " public service vehicle " has the meaning assigned to it by section 43 of the Motor Vehicles and Road Traffic Act (Northern Ireland), 1934.

(2) A tank, compartment of a tank, can, drum or other container shall not be deemed to be of a capacity greater than that specified in any limitation upon its capacity prescribed in these Regulations, by reason only of its construction to contain the maximum quantity so specified with a reasonable margin to allow for the expansion of the petroleum-spirit in the event of a rise in temperature.

(3) The Interpretation Act, 1889, as applied to Northern Ireland by the Interpretation Act, 1921, shall apply for the purpose of the interpretation of these Regulations as it applies for the purpose of the interpretation of an Act of Parliament.

Citation and Revocation.

26.—These Regulations may be cited as the Petroleum-Spirit (Conveyance) Regulations (Northern Ireland), 1940, and shall come into force on the 1st April, 1940, as from which date the Petroleum-Spirit (Conveyance) Regulations (Northern Ireland), 1933, and the Exemption Orders made thereunder on the 19th July, 1934, and the 30th April, 1937, shall be revoked.

Given at Belfast this 27th day of March, One thousand nine hundred and forty.

(Signed) *R. Dawson Bates,*
Minister of Home Affairs for Northern Ireland.

SCHEDULE

PART I.

TANK WAGONS AND TANK TRAILERS.

1.—The body of the vehicle, including its fittings, and the tank shall be constructed strongly and (except in the case of a horse-drawn tank wagon) of fire-resisting materials.

2.—(1) The capacity of a tank wagon shall not, in any case, exceed 2,500 gallons, nor shall the capacity exceed 1,500 gallons, unless the general design of the vehicle used shall have been approved by order of the Minister of Home Affairs as suitable for the conveyance of quantities exceeding 1,500 gallons.

(2) The capacity of a tank trailer shall not exceed 800 gallons.

3.—A mechanically propelled vehicle shall comply with the following provisions :—

(1) The engine shall be of an internal combustion type.

(2) A quick action cut-off valve shall be fitted to the fuel feed pipe in an easily accessible position, which shall be clearly marked :

Provided that this sub-paragraph shall not apply to a vehicle in which a gravity feed tank is not incorporated in the fuel feed system and the fuel feed pump is driven directly from the engine of the vehicle or electrically with a cut-off switch, if the ignition switch or the cut-off switch, as the case may be, is in an easily accessible position which is clearly marked.

(3) The engine, fuel tank, and electric batteries shall be efficiently screened from the body of the vehicle by a fire-resisting shield carried down to within twelve inches of the ground and upwards to the level of the top of the tank, or, if the roof of the cab is of fire-resisting construction and is without an opening, to the level of the top of the cab :

Provided that—

(*a*) the fuel tank of a vehicle, other than an articulated vehicle, may be behind the shield if—

(i) a fuel feed apparatus, placed in front of the shield, is used to lift the contents from the fuel tank ; and

(ii) the fuel tank is protected from blows by the frame or by stout steel guards, and the filling hole cover is provided with a lock ; and

(*b*) the fuel tank of any vehicle may be behind the shield if the fuel used in the engine does not give off an inflammable vapour at a temperature of less than one hundred and fifty degrees Fahrenheit.*

(4) If windows are provided in the shield, they shall be fitted in fire-resisting framing with wired glass or other heat-resisting material approved by a government inspector, and shall not be capable of being opened.

(5) The exhaust system shall be wholly in front of the shield.

4.—A space of not less than six inches between the tank and the fire-resisting shield of a mechanically propelled tank wagon shall be left clear and unobstructed except for any part of the framework or valances used to screen the sides of the tank :

Provided that—

(*a*) the ends of such valances shall be insulated from the shield by a layer of heat-resisting material ; and

(*b*) the said space of not less than six inches shall not be obstructed at the top or bottom by turning the valances inwards.

5.—(1) The tank, if not a component part of the frame of the vehicle, shall be securely attached thereto :

Provided that—

(*a*) in the case of a horse-drawn tank wagon the tank shall be securely fastened to the body of the vehicle ; and

(*b*) in the case of a composite vehicle to which Regulation 6 applies a removable tank securely fastened to a cradle may be used.

(2) The tank, if of more than 600 gallons capacity, shall be divided into self-contained compartments, no one of which shall contain more than 600 gallons.

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*The standard method for testing Flash-Points of such fuels is given in "Standard Methods of Testing Petroleum and its Products," published by the Institution of Petroleum Technologists.

6.—(1) Either (*a*) each filling pipe shall (i) be carried down as nearly as possible to the bottom of the tank and terminate in such a way as to provide at all times a liquid seal at the bottom of the pipe or (ii) be fitted with a device to form an efficient flame trap to a design approved by a government inspector, or alternatively (*b*) the covers over the filling pipes shall be provided with locks.

(2). Any openings in the barrel of the filling pipes other than the orifices at the top and bottom shall be covered with fine wire gauze of not less than 28 meshes to the linear inch.

7.—The dipping pipes shall be carried down to the bottom of the tank, and any openings in them other than the upper orifice shall be covered with fine wire gauze of not less than 28 meshes to the linear inch.

8.—The ventilating openings, if separate from the dipping pipes, shall be covered with fine wire gauze of not less than 28 meshes to the linear inch, protected by covers when not in use.

9.—(1) The draw-off pipes shall be fitted with strong and secure taps and screw caps, and (unless a syphon system of emptying the tank is employed) with internal valves.

(2) (*a*) Taps at the rear of a vehicle shall be enclosed in a strong locked box of hard wood or other suitable material, and taps at the side of a vehicle shall either be so enclosed or be provided with locks and protected against blows by the frame of the vehicle or by stout steel guards.

(*b*) In the case of a mechanically propelled tank wagon or a tank trailer, all taps at the rear shall in addition be protected by the rear cross member of the frame, and protection afforded also when necessary to the lower rear portion of the tank.

(*c*) This sub-paragraph shall not apply to a composite vehicle to which Regulation 6 applies, if the taps do not project beyond the back of the vehicle and are adequately protected against damage from collision.

Part II.

Vehicles other than Tank Wagons and Tank Trailers.

10.—The vehicle shall be constructed strongly and with sides and back of adequate height:

Provided that in the case of a horse-drawn vehicle the foregoing requirement as to the sides and back of the vehicle shall not apply if (*a*) the load is securely fastened to the vehicle and (*b*) all vessels of two gallons capacity and under containing petroleum-spirit are packed in wooden cases.

11.—A mechanically propelled vehicle shall comply with the provisions of paragraph 3 of this Schedule subject to the following modification, viz.: that the fire-resisting shield shall be carried upwards at least to the level of the top of the cab.

Part III.

General.

12.—A trailer shall have not less than two axles, which shall not be in line transversely.

13.—A trailer which is attached to a motor tractor shall be efficiently screened from the tractor by a fire-resisting shield carried down to within twelve inches of the ground and upwards to the level of the top of the tank or load. If the tractor is wider than the trailer this shield shall be carried back to a distance of not less than two feet on each side unless the sides of the trailer themselves provide an efficient fire-resisting shield.

14.—If electric lighting is employed on any vehicle, the following provisions shall be complied with:—

(1) The pressure shall not exceed sixteen volts.

(2) The circuit shall be heavily insulated and shall be independent of the chassis.

(3) The wiring shall be so fixed and protected as to reduce as far as possible risk of damage.

(4) The battery shall be in an easily accessible position.

(5) Means of cutting-off the current close to the battery by a double pole switch or other suitable method shall be provided in an easily accessible position.

(6) If the vehicle is required to be fitted with a fire-resisting shield, the generator, battery, switches and fuses shall be carried in front of the shield.

Note.—Section 6 (2) of the Petroleum (Consolidation) Act (Northern Ireland), 1929, provides that:—

"If any person contravenes or attempts to contravene any Regulation made under this section, he shall be liable on summary conviction to a fine not exceeding twenty pounds for every day on which the offence occurs or continues, and the Court before whom any person is convicted under this sub-section may order that the petroleum-spirit in respect of which the offence was committed and any vessel in which it is contained be forfeited or otherwise dealt with in such manner as the Court thinks fit."

POTATOES.

Black Scab, *p.* 178. | *Importation from Eire*, *p.* 179.

Black Scab.

ORDER, DATED 5TH DAY OF NOVEMBER, 1940, MADE BY THE MINISTRY OF AGRICULTURE UNDER THE DESTRUCTIVE INSECTS AND PESTS ACTS (NORTHERN IRELAND), 1877 TO 1934 (40 AND 41 VICT., CH. 68; 7 EDW. 7, CH. 4; 24 AND 25 GEO. 5, CH. 4).

1940. No. 146.

The Ministry of Agriculture for Northern Ireland, by virtue and in exercise of the powers vested in it under the Destructive Insects and Pests Acts (Northern Ireland), 1877 to 1934, and of every other power enabling it in that behalf, orders and it is hereby ordered as follows :—

Short Title.

1.—This Order may be cited as the Black Scab in Potatoes (Northern Ireland) Order of 1940.

Amendment of the Black Scab in Potatoes (Northern Ireland) Consolidation Order, 1930.

2.—The Black Scab in Potatoes (Northern Ireland) Consolidation Order, 1930, shall be read and have effect as if the following were included in the Sixth Schedule (Additional Districts in which the growing and planting of potatoes are restricted) thereto :