

1970/174



**THE GENERAL HARBOUR (SAFE WORKING LOAD)
REGULATIONS 1935, AMENDMENT NO. 5**

—
ARTHUR PORRITT, Governor-General
ORDER IN COUNCIL

At the Government House at Wellington this 7th day of September 1970

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to the Harbours Act 1950, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

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REGULATIONS

1. Title and commencement—(1) These regulations may be cited as the General Harbour (Safe Working Load) Regulations 1935, Amendment No. 5, and shall be read together with and deemed part of the General Harbour (Safe Working Load) Regulations 1935* (hereinafter referred to as the principal regulations).

(2) These regulations shall come into force on the day after the date of their notification in the *Gazette*.

2. Derricks rigged in union purchase—The principal regulations are hereby amended by inserting, after regulation 9, the following heading and regulation:

“SAFE WORKING LOADS OF DERRICKS RIGGED IN UNION PURCHASE

“9A. (1) Notwithstanding anything in these regulations, the maximum load that may be loaded or unloaded with any pair of fixed derricks rigged in union purchase aboard a ship shall not exceed the least of the following loads:

“(a) The safe working load of those derricks assessed under subclause (2), or accepted under subclause (4), of this regulation for use in union purchase; or

“(b) Half the safe working load of the individual derricks rigged in union purchase when tested as swinging derricks; or

**Gazette*, 11 July 1935, p 1863. Reprinted (with Amendment No. 1 incorporated): S.R. 1954/134
Amendment No. 2: S.R. 1961/68
Amendment No. 3: (*Revoked by S.R. 1967/131*)
Amendment No. 4: S.R. 1967/131

“(c) Half the safe working load of any derrick rigged in union purchase when tested individually as a swinging derrick if that derrick has a safe working load less than the safe working load of the other derrick in the same rig; or

“(d) Five tons.

“(2) Subject to subclause (5) of this regulation, the safe working load for a ship's derricks when rigged in union purchase shall be assessed in writing by the Chief Surveyor of Ships on the application of the owner of a ship or his appointed agent, and no greater load than that assessed by the Chief Surveyor shall be put on such derricks when rigged in union purchase.

“(3) Where application has been made to the Chief Surveyor under subclause (2) of this regulation, the applicant shall submit to the Chief Surveyor the following plans and particulars for examination:

“(a) A plan showing both derricks rigged for union purchase:

“(b) A diagram of forces or force calculations for each derrick in the rig at the lowest and greatest angle it is proposed to use the derrick when rigged in union purchase:

“(c) Plans showing the dimensions of masts and derrick posts:

“(d) Plans showing the dimensions of the derricks:

“(e) Particulars of the types of steel used in the construction of masts, derrick posts, and derricks:

“(f) A list of blocks and their positions in the union purchase rig giving the number of sheaves, diameters, and materials, and giving other information necessary for their appraisal:

“(g) A list of components for each derrick in the union purchase rig including guy assemblies, span chains, and shackles, giving their position in the rig and the safe working load of each component:

“(h) Such other information as the Chief Surveyor of Ships may require.

“(4) The Chief Surveyor of Ships, or any Surveyor of Ships or Port Safety Inspector on behalf of the Chief Surveyor, may accept the assessment of a safe working load for a ship's derricks rigged in union purchase if an assessment has been endorsed on the test certificate for the derrick concerned and has been made in accordance with one of the following Standards of Code of Practice:

“(a) British Standard Specification 1700, Memorandum for Ships' Derrick Rig; or

“(b) The Code of Practice for the Construction and Survey of Ships' Cargo Handling Gear—Lloyds Register of Shipping; or

“(c) A standard prescribed by the Government of any country having legislation in force providing for the safe working loads of derricks when rigged in union purchase which is considered by the Chief Surveyor of Ships to be substantially equivalent to the standard of safe working loads prescribed by these regulations.

“(5) No application by an owner of a ship shall be required under subclause (2) of this regulation if the assessment of a safe working load has been accepted in writing by the Chief Surveyor of Ships, or any Surveyor of Ships or Port Safety Inspector on behalf of the Chief Surveyor, pursuant to subclause (4) of this regulation.

“(6) Where fixed derricks rigged for use in union purchase are used for loading or unloading cargo, goods, stores, or other materials the master of the ship, or if the ship has no master the owner of the ship, shall cause—

“(a) Each derrick to be fitted, in addition to a slewing guy, with a preventer guy secured to the derrick head and to the ship’s structure independently of all other attachments; and

“(b) The slewing guy and the preventer guy both to be kept taut and effectively secured; and

“(c) Each preventer guy to have a breaking load not less than the breaking load of the cargo runners in use, and each point of attachment to have a safe working load not less than the safe working load of the preventer guy.

“(6) Nothing in this regulation shall exempt any person from compliance with the regulations contained in Part V hereof.”

3. Wire ropes—The principal regulations are hereby further amended by revoking regulation 107 (as substituted by regulation 27 of the *General Harbour (Safe Working Load) Regulations 1935, Amendment No. 4*), and substituting the following regulation:

“107. (1) Notwithstanding anything in these regulations, no weight greater than 3 tons 1 cwt shall be put on a single part wire rope runner of any dimensions when attached to a ship’s gear except in accordance with the following provisions of this regulation.

“(2) Subject to subclauses (6) and (7) of this regulation, if a ship is equipped with a swinging derrick and the Chief Surveyor of Ships is satisfied that the swinging derrick and its associated gear are sufficient to lift weights greater than 3 tons 1 cwt on a single part wire rope runner, he may upon written application from the owner or master of the ship permit such weight greater than 3 tons 1 cwt to be lifted on the single part wire rope runner used with that derrick and associated gear as he considers safe.

“(3) Every application to the Chief Surveyor of Ships under subclause (2) of this regulation shall be accompanied by such test certificates and other information concerning the derrick and associated gear as the Chief Surveyor of Ships shall require, and in considering the application the Chief Surveyor of Ships shall have due regard to the designed lifting capacity and any special features of the derrick and its lifting gear, the nature of the cargo to be worked, and possible hazards to life and property in operating the derrick.

“(4) Any permission given under subclause (2) of this regulation shall be given by the Chief Surveyor of Ships in writing, and shall be subject to such conditions as the Chief Surveyor of Ships may impose, and to revocation at any time upon due notice being given to the owner or master of the ship.

“(5) A true copy of any permission given by the Chief Surveyor of Ships under subclause (2) of this regulation shall, for so long as it remains in force, be kept in the ship’s cargo gear register to which it refers.

“(6) Nothing in this regulation shall authorise the lifting on a single part wire rope runner attached to a ship’s deck crane when used in cargo working operations any greater weight than that specified as the appropriate safe working load in the tables to the Third Schedule to

these regulations, or the lifting of any weight on wire ropes of a construction for which no safe working loads are specified in the table to the said Third Schedule.

“(7) Nothing in this regulation shall apply to any crane subject to the provisions of the Boilers, Lifts, and Cranes Act 1950 when lifting not more than the safe working load specified in the certificate issued under that Act in respect of that crane.”

4. Other gear—Regulation 110 of the principal regulations is hereby amended by revoking paragraphs (a) and (aa) (as substituted by regulation 29 of the General Harbour (Safe Working Load) Regulations 1935, Amendment No. 4), and substituting the following paragraph:

“(a) The safe working load for any cargo gear for which a safe working load is not otherwise provided by these regulations shall be such as may be determined upon inspection and testing of the cargo gear by the Chief Surveyor of Ships.”

5. Part XVI added—The principal regulations are hereby further amended by adding the following Part.

“PART XVI—FEES

“114. There shall be paid to the Chief Surveyor of Ships for the inspection and testing of the gear and appliances mentioned in the Sixth Schedule to these regulations the appropriate fee specified in that Schedule.”

6. Sixth Schedule added—The principal regulations are hereby further amended by adding a Sixth Schedule as set out in the Schedule to these regulations.

7. Consequential amendments—(1) The principal regulations are hereby further amended—

- (a) By revoking subclauses (4) and (5) of regulation 9 (as inserted by regulation 3 of the General Harbour (Safe Working Load) Regulations 1935, Amendment No. 4):
- (b) By revoking regulation 11A together with the heading to that regulation (as inserted by regulation 4 of the General Harbour (Safe Working Load) Regulations 1935, Amendment No. 4):
- (c) By revoking regulation 25A together with the heading to that regulation (as inserted by regulation 5 of the General Harbour (Safe Working Load) Regulations 1935, Amendment No. 4).

(2) Regulations 3, 4, 5, and 29 of the General Harbour (Safe Working Load) Regulations 1935, Amendment No. 4, are hereby consequentially revoked.

SCHEDULE

“SIXTH SCHEDULE

Reg. 114

INSPECTION AND TESTING FEES

Gear and Appliances	Fees
1. For the inspection (other than the annual inspection) and testing of any cargo tray, or similar appliance provided with permanent lifting attachments	\$4 per hour.
2. For the inspection (other than the annual inspection) and testing of any other item of cargo gear	\$4 per hour.
3. Annual inspection of cargo gear other than an inspection of cargo gear belonging to a ship carried out in conjunction with a survey for a certificate of survey issued pursuant to section 213 of the Shipping and Seamen Act 1952	\$4 per hour.

P. J. BROOKS,
Clerk of the Executive Council.

EXPLANATORY NOTE

This note is not part of the regulations, but is intended to indicate their general effect.

These regulations amend the General Harbour (Safe Working Load) Regulations 1935. Provisions relating to safe working loads of derricks used in union purchase rig are amended and made clear. Provisions relating to the maximum weight which may be put on a single part wire rope runner when attached to a ship's gear are amended. In certain circumstances the Chief Surveyor of Ships may permit a weight greater than 3 tons 1 cwt to be put on a single part wire rope runner. Fees are prescribed for inspection and testing by means of a new Part XVI added to the principal regulations. A Sixth Schedule is also added setting out the appropriate fees. Regulation 7 relates to revocations.

Issued under the authority of the Regulations Act 1936.
Date of notification in *Gazette*: 10 September 1970.
These regulations are administered in the Marine Department.