

Load on double whip limited.

(c) Provided also that no greater weight than 5 tons shall be put upon a double wire whip of any dimensions when attached to a ship's gear, provided that where the wire is taken to the hounds and the mast-head is approximately 10 ft. higher than the derrick-head, the weight may be increased to 6 tons.

Double yardarm.

(d) And provided further that in cases where extra-heavy single-piece goods, such as, for instance, motor-cars in cases, large pieces of machinery, &c., which exceed in weight 1 ton 2 cwt. 6 lb. (the safe-working load for a 3½-in. endless-fibre-rope sling) are to be lifted by a fibre-rope yardarm, a double yardarm shall be rove off.

(e) Provisos (b) and (c) shall not apply to Harbour Board or wharf cranes.

Safe working loads for special wire or fibre ropes.

29. The Marine Department may issue tables of safe-working loads for special formation or quality of wire rope or fibre rope which may have come into use for purposes of cargo-handling after the issue of these regulations.

Shackling together of two ships' gear prohibited.

30. The cargo gear of one ship shall not be shackled to that of any other ship: Provided that this regulation shall not apply to the cargo gear of coal-hulks.

Burton block prohibited for coal working.

31. The Burton block shall not be used for the loading or unloading of coal on to or from a ship, hulk, or lighter.

Ships complying with cargo-gear regulations of other countries.

32. (1) The cargo gear of a ship which has been inspected under, and complies with, the provisions of the Docks Regulations of the United Kingdom, or with the regulations of another country whose Government has adopted regulations for cargo gear substantially equivalent to these regulations, shall be deemed to have complied with these regulations, provided that no load greater than the safe working-load permitted by these regulations of the Marine Department of New Zealand shall be put on the cargo gear.

Ships not complying with cargo-gear regulations of any country.

(2) The cargo gear of a ship which has not been tested and examined as required by the provisions of the Docks Regulations of the United Kingdom, or by the regulations of another country whose Government has adopted regulations for cargo gear substantially equivalent to these regulations, shall, on the occasion of a first visit to New Zealand, be deemed to have complied with these regulations provided that—

- (a) No load greater than the safe-working load permitted by the regulations of the Marine Department of New Zealand is put on the ship's cargo gear:
- (b) All cargo gear shall have been closely examined by responsible ship's officers within the preceding six months:
- (c) A statement, drawn up by the ship's officers who made the inspection, and signed by the master, specifying the gear inspected, and declaring that the cargo gear is in good condition and fit for the purpose intended, shall be available for inspection and endorsement by a Surveyor of Ships or Inspector of Gear at any principal