

General Harbour Regulations.

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government House at Wellington, this 22nd day of September, 1930.

Present :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

WHEREAS by Order in Council dated the seventeenth day of May, one thousand nine hundred and twenty-seven, and published in the *Gazette* of the nineteenth day of the same month, at page 1475, certain General Harbour Regulations were made for the purposes therein set forth :

And whereas it is desirable to make additional General Harbour Regulations for the said purposes :

Now, therefore, His Excellency the Governor-General of the Dominion of New Zealand, in pursuance and exercise of the power and authority conferred upon him by the two hundred and thirty-fourth section of the Harbours Act, 1923, and of all other powers and authorities enabling him in that behalf, and acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby make the following General Harbour Regulations, additional to those made by the hereinbefore-recited Order in Council.

REGULATIONS.

1. ALL machinery, as distinguished from running-gear, used for loading or discharging cargo into or from ships, hulks, lighters, or store-ships, or in handling cargo discharged from or loaded into ships, hulks, lighters, or store-ships, whether such machinery is on the vessel or not, shall from time to time be inspected by an Inspector of Machinery. An Inspector may order any alterations or repairs to be made to any such machinery that he considers necessary, and the owner shall forthwith have such alterations or repairs carried out. An Inspector may prohibit the use of any such machinery until the alterations or repairs have been executed to his satisfaction, and an owner shall not use or permit to be used the machinery during the time such prohibition is in force.

2. All running-gear and all subsidiary appliances, whether such gear and appliances are used on the ship or not, used for shipping or discharging cargo, including coal, on to or from ships, and all scaffolding and gear used on ships undergoing repairs or painting, either in dock or on slip, shall from time to time be inspected by a Surveyor of Ships or other officer appointed for the purpose. Such Surveyor or other officer may prohibit the use of any gear or appliances which he considers unfit for use, or he may order any alterations or repairs that he thinks necessary to be made. The owner shall carry out the order of the Surveyor or other officer, but he may appeal against it to the Marine Department if he thinks fit to do so.

3. Every winch used on board a ship for working cargo or for lifting the vessel's anchors shall be inspected annually by a Surveyor of Ships when he is making the annual survey of the ship, and any repairs or alterations which the Surveyor may order shall be carried out forthwith by the owner.

4. When a ship is in a dock or on a slip the propeller shall not be turned until the foreman in charge of the men working on the ship has advised the engineer in charge of the ship's engines that the men working on planks or in the ship are clear of the propeller.

5. When the boilers on a ship are being cleaned the engineer in charge shall see that the stop-valve of the working boiler is locked during the whole of the time that the work is being carried out, and such engineer shall see that the temperature of the boilers does not exceed 100° F. while men are employed in them.

6. Deck cargo on lighters shall only be carried in such quantity and in such positions as may be permitted by a Surveyor of Ships.

7. Lighters and launches employed in the shipping and discharge of cargo on and from ships in roadsteads shall carry two approved lifebuoys and sufficient lifebelts to give one for each person employed or carried on such lighter or launch.

8. Every lighter and every steam or motor boat engaged in connection with working cargo on, to, or from ships in roadstead harbours shall carry at least six bluelights for signal purposes.

9. When coal is being discharged in baskets from a ship by means of a bull-rope on to a stage so that it may be put directly into carts or other vehicles, such stage shall not be less than 3 ft. 6 in. in width, and it shall be properly fixed and supported so that it may be firm and steady.

10. A T-iron used for working a bull-rope when working cargo on a ship shall be securely bolted to the hatch-coaming, and the T of such iron shall be not less than 3 in. in diameter.

11. Proper and efficient bridles, to the satisfaction of a Surveyor of Ships or other person appointed for the purpose of these regulations, shall be securely attached to the ends of fore and aft beams, with lanyards provided so that such beams may be shipped and unshipped without danger to the men doing the work.

12. When thwartship hatch-beams are used, bridles of sufficient length with shackles attached shall be kept available on board the ship and fit for use, and shall be used on such beams (when they are being shipped or unshipped) in such a manner as to make it unnecessary for men to leave the deck.

13. When fore and after hatch-beams are made of wood the ends shall be properly shod with iron.

14. When cargo is shipped on or discharged from a ship or hulk during the night-time electric light shall be used for lighting purposes whenever it can be obtained, and sufficient light in clusters or otherwise shall be provided to give a good working-light. At ports where electric current on the wharves and quays is under the control of Harbour Boards, such Boards shall provide connecting plugs where necessary on wharves and quays to which movable clusters of lights can be attached.

15. When a vessel is in dock a gangway plank from the ship to the dock head shall be provided, and on one side of the plank there shall be a side rail or stanchions with ropes have taut through them, the top rail or rope being not less than 3 ft. 3 in. high. Such gangway shall be securely fixed.

16. When men are working on stages outside a ship which is in dock or on a slip all latrines shall be kept locked, and all discharge-pipes shall be so closed that no discharge can be made from them.

17. When cargo is being shipped on or is discharged from lighters sufficient space shall be left below for the convenience of the men engaged in the work, and if there is any dispute as to the space the matter shall be decided by a Surveyor of Ships or other officer appointed for the purpose of these regulations.

18. If any dispute shall arise as to the number of gangs of men that should work in a hold the matter shall be decided by a Surveyor of Ships or other officer appointed for the purpose of these regulations, and the men employed in the gangs shall work in accordance with his decision.

19. If complaint is made to a Surveyor of Ships or other officer appointed for the purpose of these regulations that a man is unfit to work cargo through being under the influence of liquor, or if a Surveyor or such other officer is of opinion that a man is unfit from such cause to work cargo, he may prohibit such man from working for such period as he considers necessary under the circumstances, and the other members of the gang shall continue to carry on work.

20. When coal is being worked in ship's bunkers such bunkers shall be lighted by electric light when electric current is available.

21. When coal is being discharged from ships or hulks by means of trams stout planks of uniform thickness and of a total width of 30 in. shall be provided by the master and securely fixed alongside the tramline, or as an alternative stout planks of uniform thickness and of a total width of 24 in., with stanchions and a lifeline on one side, shall be provided.

22. In the case of ships registered in New Zealand, and of hulks whether registered in New Zealand or not, all hatch landings on coamings or beams shall be not less than 2½ in. in width; provided that this regulation shall not come into force until the next annual overhaul in the case of each such ship, and until the expiration of six months from the date of these regulations in the case of hulks.

23. If any person engaged in working cargo in a hold of a ship complains to a Port Health Officer that the condition of such hold is insanitary, such officer shall examine the hold, or cause the same to be examined by a competent person. If in the opinion of the Port Health Officer the condition of the hold is insanitary, such officer shall, by notice in writing served on the master of the ship, require the master to take all steps necessary to remedy the conditions of the hold, and in particular to take such steps as may be specified in the notice, and the master shall forthwith comply with such notice. At ports where there is no Port Health Officer the Marine Department may appoint officers to whom complaints may be made, and such officers shall exercise the duties and have the powers of Port Health Officers for the purposes of this regulation.

24. If a Surveyor of Ships or other officer appointed for the purpose of these regulations considers it necessary for the safety of those working cargo below deck on a ship that "chipping" should not be carried on the ship while cargo is being worked, he may instruct the master that it must be discontinued for such time as he thinks necessary, and the master shall see that such instructions are carried out forthwith.

25. When persons are working on the outside of a ship the master shall have a man kept on deck whose duty it shall be