

57. When coal is being transhipped or transferred from a hulk or other vessel to another vessel by what is known as the trolley system, a plank 18 in. wide shall be placed on each side of the trolley-way, and shall be fitted with stanchions not less than 3 ft. 6 in. high, and eyes at the top and half-way from the top to the socket, in which man-ropes shall be rove for the full length of the plank.

58. 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 tram-line; or, as an alternative, stout planks of uniform thickness and of a total width of 24 in., with stanchion and a life-line on one side, shall be provided.

59. In cases where in loading and discharging cargo on or from a ship any obstruction prevents the person working the bull-rope from being clearly seen by the winchman, the master of the ship shall employ an additional man to communicate signals from the winchman to the bull-rope man.

60. No hook shall be used in hoisting and/or lowering coal unless it is of a pattern approved by the Minister of Marine, and until it has been certified by a Surveyor appointed by the Marine Department, to comply in all respects with the provisions of these regulations.

61. Drawings, in duplicate, showing fully the dimensions of the hook, and specifications, in duplicate, showing the quality of the material, the name of the maker of the material, the tensile strength, the elongation, and particulars of any other tests, shall be forwarded to the Chief Surveyor of ships for approval.

62. Diagrams of hooks which have been approved prior to the issue of these regulations are shown on plan marked M.D. 5363 and deposited in the office of the Marine Department at Wellington.

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

64. 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.

65. 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.

66. All hatch-coverings shall be kept plainly marked to indicate the deck and hatch to which they belong and their position therein: Provided that this regulation shall not apply in cases where all the hatch-coverings of a ship are interchangeable or, in respect of marking of position, where all hatch-coverings of a hatch are interchangeable.

This regulation shall apply to fore-and-aft beams and to thwartship beams as it applies to hatch-coverings.

67. All fore-and-aft beams, and thwartship beams used for hatch-covering, and all hatch-coverings shall be maintained in good condition.

68. Adequate hand-grips shall be provided on all hatch-coverings, having regard to their size and weight, unless the construction of the hatch or the hatch-coverings is of a character rendering the provision of hand-grips unnecessary.

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

70. When cargo is stowed in the 'tween decks or shelter decks, and the loading or discharging in the lower hold is not completed, a space of not less than 3 ft. shall be provided around the hatch-coamings to ensure safety of the men engaged in removing and replacing hatch-coverings and hatch-beams.

71. Adequate measures shall be taken to prevent exhaust steam from, and so far as is practicable live steam to, any winch obscuring any part of the decks, gangways, stages, wharf, or quay where any person is employed in the work thereon.