

Provided—

- (i) That this regulation shall not apply in cases where the driver of the crane or winch working the fall has a clear and unrestricted view of those parts of the hold where work is being carried on, nor to cases where transporters or grabs are used in a hold and no persons are working therein.
- (ii) That where the Chief Surveyor of Ships is of opinion that, owing to the nature of the crane or winch or other appliance in use, or by reason of any special arrangements, the requirements of this regulation are not necessary for the safety of persons employed he may by certificate in writing (which he may in his discretion revoke) suspend such requirements subject to such conditions as may be specified in such certificate.

85. When cargo is being shipped on or 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.

86. If any dispute shall arise as to the number of gangs of men that can safely 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.

87. 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.

88. 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 on the ship while cargo is being worked, he may instruct the master that it must be discontinued for such time as the Surveyor of Ships thinks necessary, and the master shall see that such instructions are carried out forthwith.

89. When cargo is being worked on board a ship the master thereof shall see that the following things are done, viz. :—

(1) There shall be a fore-and-aft space of at least 11 ft. between the fore or after end of hatch-coamings and the nearest thwartship-beam, or between cross-beams; and, where necessary, sufficient hatch-beams shall be unshipped and moved clear of the hatchways to give such space: Provided that in vessels whose hatches are less than 11 ft. fore-and-aft measurement all thwartship-beams and fore-and-afters in the hatchways shall be unshipped and moved clear of the hatchways. All hatchway-beams which are not unshipped must be properly secured to prevent their becoming unshipped should a sling of cargo catch underneath them: Provided further that hatchway-beams need not be unshipped when coal is being shipped into the hatchways in bulk.

(2) The deck approaches to hatch-ladders shall be kept clear of all obstructions.

(3) All pipes which are laid above the surface of the deck shall be properly covered up so as not to be an obstruction or impediment to men working on deck, or a source of danger to the person operating the winch.

(4) The strops of all baskets used in working cargo shall be thoroughly examined at least once a month, and restropped when necessary, and an entry of such examination shall be made in the official log in the case of vessels on which such log is kept.

(5) A supply of pure drinking-water shall be provided and kept in proper receptacles for the use of the men engaged in working cargo.