



PACIFIC MARITIME ASSOCIATION

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May 6, 1985

TO: Member Companies

SUBJECT: Pacific Coast Marine Safety Code - 1985
Revision

Attached is the Supplemental Memorandum of Understanding - Pacific Coast Marine Safety Code, which becomes effective June 1, 1985. Rules in the Code not revised or deleted continue in effect as in the past. A new booklet containing the revisions and rules continuing in effect will be distributed when available.

J. E. Suite
Coast Director
Training & Accident Prevention

JES/lmp
Attachment

Distribution: "L" List
(Coastwise)

SUPPLEMENTAL
MEMORANDUM OF UNDERSTANDING

Pacific Coast Marine Safety Code

In accordance with Item XVI of the July 1, 1984 Memorandum of Understanding, the Joint Sub-Committee appointed by the Parties completed its assignment on January 31, 1985, and has agreed on changes to be made in the Pacific Coast Marine Safety Code. Those changes, as follow below, are herein adopted by the Parties and shall become effective on the first (1st) of the month following ratification by both Parties.

Rule 202

Inspection of ship's gear shall be made by the ship's Officers before gear is used for stevedoring operations, including limit switches and alarms, if installed. Where limit switches and alarms are installed, they shall be in proper working order.-

Rule 228

Cargo light reflectors shall be kept clean and in good condition. Lines shall be attached, for lowering or raising cargo lights unless the cord is designed to suspend the light.

Rule 234

A life net furnished by the vessel shall be rigged under all gangplanks or accommodation ladders used by employees in such a manner as to prevent a person from falling in between the ship and the dock. When the means of access is rigged at right angle to the ship (athwartship), the net shall extend at least five feet (5') on either side. When the means of access is rigged parallel to the ship (or nearly so), the net shall extend at least five feet (5') past the top and at least five feet (5') beyond the junction point of the means of access and the dock.

EXCEPTION:

Ramps equipped with handrails on roll-on/roll-off or drive-on/drive-off vessels.

Rule 236a

When the upper end of the means of gangway access rests on or is flush with the top, of the bulwark, substantial steps, properly secured and equipped with at least one substantial handrail approximately 33 inches in height shall be provided between the top of the bulwark and the deck.

Rule 274(a)

Prior to the start of roll-on/roll-off cargo handling operations, a responsible representative of the Employer shall be advised by the vessel of any hazardous routes or areas that could be mistaken for normal drive-on/drive-off routes. Hazardous routes or areas shall be marked off.

Section 2

Vessels loading logs on deck which are equipped with offshore gangways shall have that gangway lowered to the water's edge until all lashing and trimming is completed.

Section 2

Bypass keys for ship's cranes equipped with limit switches shall not be left in the override locks.

Section 2

Vessel's radar shall not rotate or radiate during cargo handling operations. (The intent of this rule is to protect container crane operators and employees working aloft, close to and in direct line with the vessel's radar. This rule is not intended to apply to employees working on deck or in other locations removed from the vicinity of the radar.)

Sections 2 and 15

Munck cranes shall be equipped with a fire extinguisher.

Rule 315

One or more stretchers (stokes baskets) of an approved type, suitably equipped for use with hoisting gear, shall be made available by the Employer wherever operations are carried on. Inspection by the Employer shall be made monthly to ensure that the stretchers are in good working order. All stretchers purchased after the effective date of this code shall be of a plastic type.

Section 3 and Rule 607

No person shall ride the cargo hook or load except when authorized by supervision during medical emergency, or when the gear is especially designed for this purpose.

Sections 3 and 6

Gear and equipment shall be used in a manner consistent with its designed or approved use.

Sections 3 and 9

Vehicle operators shall park chassis in areas designated by the Employer.

Sections 3 and 16

On rail mounted container crane operations involving chassis equipped with locking devices, a means of immediate communication shall be provided between the operator's, cab and the signalman. This requirement may be met by telephone, radio, sound-signalling system or other effective methods, but not solely by hand-signalling.

Rule 411

Supervision shall set an example and shall observe all applicable rules of this code which govern other employees.

Rule 612(c)

U.S. Coast Guard approved flotation devices shall be worn as per the manufacturer's recommendations when working over the sides of vessels, i.e. log booms, rafts or other locations where the possibility of falling into the water exists.

Rule 621 and Section 15

Employees shall not climb hatch ladders when ship's cargo gear is in motion in that end of the hatch.

Rule 621(a)

Both hands shall be used when climbing all ladders. Articles which are too large to go into pockets or on belts shall be raised or lowered in a safe manner.

Rule 650

Footwear shall be worn that is suitable for the work to be performed and that provides protection against injuries to the feet, including protection against falling objects, crushing and penetrating action when necessary. Footwear which is defective or inappropriate shall not be worn.

Rule 651

All employees shall wear approved head protection when exposed to impact, falling or flying objects. The term "approved" means meeting the requirements of ANSI Z89.1 1969.

Section 6

The load, shall not pass over the heads of workers.

Rule 706a

They shall see that all portable tools are properly slung with a line or rope of adequate strength before being hoisted or lowered.

Rule 805

When leaving the cab, he shall see that all "shut down" procedures are followed.

Rule 901

Shall test brakes, steering gear, warning safety lights, horn, and mechanisms for raising, lowering and tilting forks before starting work, and report any defect to his foreman, walking boss, or other Employer representative on the job, who shall act promptly in obtaining correction of any defect in the gear or machinery or any unsafe working condition.

Rule 902

Shall operate vehicles in such a manner as to give him an unobstructed view of the direction of travel, and shall drive in reverse when necessary.

Rule 903

Shall be especially cautious and sound horn when approaching blind corners, or other places where vision is obstructed.

Rule 908

Vehicles designed to be operated from sitting position shall be provided with seats. Seats, and backrests when provided, shall be properly maintained. Vehicles shall be operated from the seat or platform only and not while standing alongside, unless the equipment is designed to be operated in this manner. All equipment designed to be operated from a sitting position and purchased after the effective date of this code shall be equipped with padded or molded seats and backrests.

Rule 909

Shall at all times operate his vehicle in a safe manner and in accordance with its intended use.

Rule 911

No load or beam on a lift truck or crane shall be suspended or swung over any employee, except when hooking up gear, or the load to the beam.

Rule 913

When operating a vehicle, shall keep forks or load as near the floor or deck as conditions will allow.

Section 9

Tractor drivers shall use both air hoses when pulling chassis equipped with air brakes.

Rule 1033

Double slings shall be used on all types of cargo where there is danger of sliders, such as dunnage, lumber, logs, debarked logs, pipe, etc. Choker type slings shall be provided when the cargo requires they be used. On logs and debarked logs only, choker type slings shall be used to prevent sliders when conditions require additional restraint.

Sections 10 and 15

No worker shall work on a deck load of cargo or containers directly adjacent to an open hatch, except when adequate protection against falling into the hatch is provided.

Rule 1107

In order to provide safe access for handling lines while mooring and unmooring ships, cargo, non-rail mounted equipment, and other material shall not be piled or placed within approximately six feet (6') of the edge of any wharf or pier where linesmen are required to work.

Sections 11 and 16

In container yard areas, all locking/unlocking of chassis shall be done in such a way as to allow adequate room and adequate lighting at all four corners of the chassis.

Sections 11 and 16

When a noxious condition exists under a canopy due to truck exhaust, then the trucks shall shut down their engines.

Rule 1207

Internal combustion engine-driven vehicles shall be used only where ventilation exists or is provided which will keep the carbon monoxide content of the air at or below the permissible level of 50 parts per million as an 8 hour time weighted average and the ceiling level of 100 parts per million. (See Rule 106)

Rule 1220

When towing cargo in pipe trucks or similar equipment, the cargo shall not exceed the limits of the safe means (protective plates higher than the load or restraints of adequate strength to prevent sliders, etc.) taken to protect the driver from sliding loads

Section 12

Top handlers not equipped with rear illumination shall be equipped with a flashing back up light.

Section 14

Cranes shall not be rigged to exceed the safe rated capacities at the radii at which the cranes are to be used.

Rule 1509(f)

When a crane is loading or unloading a tier of containers, a working surface of four containers shall be provided offshore of the crane for employees working aloft on the tier. Employees shall not work on the container immediately abreast of the container being loaded or unloaded.

Rule 1603

Marked or designated areas shall be set aside within a container or roll-on/roll-off terminal for passage of employees to and from active cargo transfer points and the gate and the vessel, except where transportation to and from these points is provided by the Employer.

Rule 1605

Traffic lanes shall be marked in container storage areas and any traffic control devices such as stop signs, speed limits, directional signs, lights or other methods or devices shall be obeyed by all vehicle operators.

Rule 1607

A distance of not less than twenty feet (20') shall be maintained between vehicles in line when employees are located between them.

Rule 1610

Container chassis locks shall be in good working order and not welded or wired. Containers shall not be hoisted from chassis unless chassis~locks are released.

Section 16

When working in conjunction with container cranes against a ship, portable chairs shall not be used.

PACIFIC MARITIME ASSOCIATION
on behalf of its members:

INTERNATIONAL LONGSHOREMEN'S AND
WAREHOUSEMEN'S UNION, on behalf
of itself and all longshore and
clerk locals in California,
Oregon and Washington

/s/ R. R. Holtgrave
/s/ J. E. Suite

/s/ Lou Brock
/s/ Joe Argento
/s/ Joe Lucas
/s/ Dan Peterson
/s/ Raul H. Olvera

Date Signed May 1, 1985

Date Signed April 26, 1985

Effective Date June 1, 1985