

Pacific Coast Marine Safety Code



1949 Revision

October 1, 1949

PACIFIC COAST MARINE SAFETY CODE

1949 Revision

Section 13-a (1)

"The Union and the Employers will abide by the rules set forth in the existing Pacific Coast Marine Safety Code which shall be applicable in all ports covered by the Agreement."—Pacific Coast Longshore Agreement, 1948 - 1951.

The parties adopt the following slogans which express the spirit in which the Safety Code is written. However, the conduct of operations shall be governed by the specific rules included in the Code.

*In a question of convenience vs. safety,
safety first.*

*In a question of comfort vs. safety,
safety first.*

*In a question of tonnage vs. safety,
safety first.*

FOREWORD

Recognizing the need for minimum safety standards for stevedoring operations, the Pacific Coast Marine Safety Code was originally developed by the Pacific Coast marine industry as a voluntary code for use in all ports of the Pacific Coast.

The work of drawing up the Code was delegated to the Pacific Coast Marine Safety Code Committee composed of delegates representing shipowners, waterfront employers, and longshoremen, from four districts comprising all of the major ports of the Pacific Coast, together with the General Chairman, Byron O. Pickard, and a board of technical advisers.

The Code was adopted at special meetings of the Pacific Coast Marine Safety Code Committee held in San Francisco, August 2, 1929, Portland, August 19, 1930, Los Angeles, November 6, 1931, and San Francisco, October 21, 1932, and remained as a voluntary code until its inclusion in the November 1946 return-to-work agreement when it was included in the Longshore contract by the Waterfront Employers Assn. of the Pacific Coast and the I. L. W. U.

Under the 1948-1951 agreement, the Union and the Employers agreed to undertake a revision of the existing Code. This was done by the following Committee:

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The revision was completed on September 29, 1949
and the revised Code is presented herewith.

SECTION I

SCOPE, PURPOSE, AND EXCEPTIONS

Rule 101. This Code applies to all operations performed under the terms of the basic longshore contract existing between the International Longshoremen's & Warehousemen's Union and the Pacific Maritime Association.

Rule 102. The purpose of this Code is to provide minimum requirements for safety of life, limb and health. In cases of practical difficulty or unnecessary hardship an employer or ship may make exceptions from the literal requirements of this Code and permit the use of other devices or methods, but only when it is clearly evident that equivalent protection is provided.

Rule 103. The word "shall" is to be understood as mandatory and the word "should" as advisory.

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SECTION II

APPORTIONMENT OF DUTIES

Rule 201. The owners and/or operators of vessels shall provide safe ship's gear and equipment and a safe working place for all stevedoring operations on board ship.

Rule 202. The employer shall provide, so far as the same shall be under his control, a safe working place for all operations.

Rule 203. The employer shall provide for the proper and safe condition of all stevedoring gear supplied by him.

Rule 204. The employer shall require the use of safe processes and practices.

Rule 205. The safety duties of the supervisory personnel, walking boss, ship and dock foremen, and assistant ship and dock foremen, are:

(a) To see that all working conditions are safe and that the gear is in apparent safe working condition during the operation.

(b) To permit operations on or in ship's decks, holds, piers or other places only when they are adequately lighted.

(c) To see that operations are carried on in a safe manner.

(d) Where conditions warrant and he is not in immediate touch with his superintendent or other employer's representative, to stop the work if necessary to avoid accidents.

Rule 206. The safety duties of the hatch, dock, gang, or other group leader, are:

(a) To be in direct charge of his gang or group and to see that all work is done in a safe manner.

(b) To report promptly to his foreman or walking boss or other employer representative on the job any defect in the gear or machinery or any unsafe working condition.

(c) To instruct the men under him in the proper and safe methods of handling cargo, gear, and equipment.

(d) In the event that he finds it impossible to get in touch immediately with his foreman or walking boss or other employer representative on the job, to himself stop the work upon discovery of any defective gear until his foreman or walking boss or other employer representative on the job shall have had opportunity to pass upon the situation.

Rule 207. The safety duties of the person designated as hatch tender or signal man, are:

(a) To consider himself as the safety man for the gang, and for this purpose to cooperate with his foreman or walking boss or other employer representative on the job for the safety of the men during operations.

(b) To see that all ship's cargo handling gear is at all times properly secured and in apparent safe working condition and that the space over which he has to travel in following the hook is clear of obstructions.

(c) To see that the save all is properly made fast.

(d) To see that hatch beams, or strongbacks and hatch covers which are removed are stowed in a safe, orderly manner.

(e) To see that strongbacks adjacent to sections through which cargo is to be worked are locked, bolted, or otherwise secured before hoisting operations are started.

(f) To see that all loads are properly slung before being hoisted.

(g) To control the movements of sling loads by positive signals to the winch driver.

(h) To keep the sling load in sight when it is moving and warn all persons in danger of being injured by the movement of cargo.

(i) To allow sling loads to be hoisted or lowered only when there is no danger of striking a person who is ascending or descending a ladder in his hatch.

(j) To see that, when it is necessary to hold loads, they are held over or landed on the deck, and not suspended over heads of men working under the hook.

(k) To enforce the rule that riding cargo hook, or any gear, or load attached thereto, is prohibited except in emergency and then only under the order and direct supervision of his foreman, walking boss or other employer representative.

(l) To remain on the job until all men in his gang are out of the hold.

Rule 208. The safety duties of the winch driver are:

(a) Before starting hoisting operations:

(1) To see that steam winches are free from water.

(2) To see that the cargo falls are in good order and properly secured to the winch drums.

(3) To see that winches are in good working order by running them in hoisting and lowering position without load, and that all guards are in place.

(4) To see that winch extension levers, when used, are securely fastened.

(5) To report any defects to his foreman or walking boss or other employer representative on the job.

(b) To see that the working place provided for him is kept in good order and that all means are taken to prevent his slipping.

(c) If he uses an improvised seat, to see that it is sufficiently strong to support his weight and is so placed that it will not slip, tip over or put him in danger of falling into the hatch. When seated, to keep his feet and legs out of the hatchway.

(d) To operate winches only on clearly understood signals.

(e) At all times to operate the winch in a safe manner, keeping the load under complete control so that the same may be stopped or hoisted instantly.

(f) To see that men's fingers are in the clear before raising strongbacks from or lowering them into the sockets.

(g) To hoist or lower slings or sling loads only when there is no danger of striking a person who is ascending or descending a ladder in his hatch.

(h) To see that when it is necessary to hold loads, they are held over or landed on the deck and not suspended over heads of men working under hook.

(i) To report at once winches that are not properly oiled, or are in any other way defective, to his foreman or walking boss or other employer representative on the job.

(j) When leaving winch unattended, to see that the power is turned off, and where provisions are made to do so, to lock levers in neutral.

(k) To enforce the rule that riding cargo hook or any gear or load attached thereto is prohibited, except in emergencies and then only under the order and direct supervision of his foreman or walking boss or other employer representative on the job.

(l) To remain on the job until all men in his gang are out of the hold.

Rule 209. The safety duties of the tractor, jitney, lift truck or combination operator are:

(a) To test brakes, steering gear, and mechanisms for raising, lowering, and tilting forks before starting work and to report any defect to his foreman or walking boss or other employer representative on the job.

(b) To operate lift truck in such a manner as to give him an unobstructed view in the direction of travel.

(c) To be especially cautious when approaching blind corners, or other places where vision is limited.

(d) To obey all speed and traffic regulations and other applicable haulage equipment rules.

(e) To have the vehicle at all times under control so that it can be brought to an emergency stop in the clear space in front of the vehicle.

(f) To permit an employee to ride on haulage equipment only on specific instructions from his foreman or walking boss or other management supervisor in charge of operations.

(g) To shut off motor when leaving vehicle.

(h) To operate vehicle from seat or platform only and not while standing or walking alongside.

(i) At all times to operate his vehicle in a safe manner.

Rule 210. The safety duties of longshoremen and all other employees, in addition to those printed elsewhere in this Code, shall be to use the safety devices provided; to practice the safety methods prescribed; and to cooperate in all that makes for safety.

SECTION III

FIRST AID, SANITATION AND PERSONAL PROTECTIVE EQUIPMENT

Rule 301. An injury of any kind, irrespective of its severity shall be reported immediately to the foreman or walking boss, or man in charge of operations by the injured person, if he is physically able to do so. If not, the injury shall be reported by any other person in possession of the facts.

Rule 302. The foreman or walking boss in charge of operations shall arrange immediate and proper first aid for the injured party. Non-professional first aid shall not be attempted in cases of serious injury, or those involving eyes.

Rule 303. The foreman or walking boss in general charge of the operations shall investigate and render a full report of the accident to the employer.

Rule 304. An approved first aid kit shall be made available by the employer when and where operations are being carried on.

Rule 305. The first aid kit and the first aid room, where one is provided, shall be in charge of, maintained, and kept fully stocked by a designated employee or employees who are authorized to render first aid to the injured.

Rule 306. One or more stretchers of an approved type, suitably equipped for use with hoisting gear, shall be made available by the employer wherever operations are carried on.

Rule 307. Facilities shall be provided by the employers for the training of persons who wish to qualify to render first aid. All arrangements for first aid train-

ing shall be made through the Area Accident Prevention Committee.

Rule 308. Notices shall be exhibited by every employer in a prominent position at each pier or wharf on which he operates, stating:

(a) The position of the first aid kit, cabinet, or first aid room, and the name of the person in charge thereof.

(b) The telephone number of Emergency Hospital, or Ambulance Service.

(c) Name, address and telephone number of Company's physician and hospital, where applicable.

Rule 309. Adequate telephone facilities shall at all times be made available within a reasonable distance from the place at which operations are being carried on.

Rule 310. Provisions for the rescue of persons from drowning shall be made and maintained and shall include life rings, with adequate life line attached, at readily accessible points on each pier apron or bulkhead. One or more portable or permanent ladders giving access to the surface of the water, shall be provided.

Rule 311. At all places where operations are being carried on, drinking water in covered clean utensils or devices with sanitary drinking cups or from sanitary fountains, shall be conveniently available.

Rule 312. Conveniently accessible toilets and wash basins, where possible, shall be available at all times for the use of persons engaged in the operations. Such toilets and wash basins shall be kept clean and in good order.

Rule 313. When goggles and respirators are required, they shall be provided by the employer.

Rule 314. Goggles or respirators, after having been used, shall be cleaned and sterilized before being reissued to another person.

Rule 315. Longshoremen shall wear—

(a) Approved goggles when handling cargo liable to injure or irritate the eyes;

(b) Respirators of an approved type when handling cargo liable to injure or irritate the respiratory passages and lungs.

Rule 316. Employer shall furnish, when necessary, protective clothing to employees when handling cargo which may cause burns or skin irritations.

SECTION IV

MACHINES AND POWER TRANSMISSION EQUIPMENT

Rule 401. Shields, screens, or other protective devices shall be provided which will prevent contact with gears, friction drives, cranks, connecting rods, and all other exposed moving parts of winches and other machinery.

Rule 402. All projecting set screws on moving parts shall be replaced by countersunk or headless set screw unless moving part is so guarded that contact is impossible. No part of the set screw shall project above the surface.

Rule 403. Shaft keys, unless enclosed by the housing of the machine, shall be flush or protected with cylindrical safety sleeves.

Rule 404. Removal of existing protective appliances during operations is prohibited.

Rule 405. Winches, conveyors, belts, and all driving gears may be lubricated while in motion only when this can be done without danger.

Rule 406. Lubricating and oiling while a machine is in motion may be done only by persons authorized to do so.

Rule 407. Cleaning of machine parts shall be done only when the machine is stopped.

Rule 408. Stowing machines used in connection with operations shall at all times be properly secured to prevent shifting.

Rule 409. Where gasoline-powered stowing machines are located in a lower deck or other confined space, the exhaust shall be led topside to open air and away from hatch opening.

SECTION V

GENERAL SAFETY RULES

Rule 501. Employers and employees shall do everything possible to prevent fires. Smoking shall be permitted on board ship or on piers in designated areas only.

Rule 502. All horseplay on ships or terminals is prohibited.

Rule 503. No one shall be allowed to turn to or remain on the job if under the influence of intoxicating liquor.

Rule 504. Excessive noise shall be eliminated. Chipping and scaling of decks, bulkheads or sides of vessels by ship's crew or shipyard personnel shall not be carried on in the immediate vicinity of hatches in which cargo is being worked.

Rule 505. There shall be no spray painting or sand blasting in the immediate vicinity of longshore operations.

Rule 506. Ship's crew or repair crews shall not be permitted to work in rigging over heads of men working in the hold or on deck, or apron.

Rule 507. All electric arc or gas welding operations shall be so shielded as to prevent injuries to the eyes of employees working in the near vicinity.

Rule 508. When welding or burning is being done in a hatch in which longshoremen are working, necessary precautions shall be taken to prevent hot metal from falling on men working below.

Rule 509. Necessary safety precautions shall be taken and guards posted before permitting work to be done in the immediate vicinity where fumigation by means of cyanide or other toxic gas is being carried out on wharves, piers or bulkheads. Where possible,

the use of special fumigation chambers is recommended.

Rule 510. Where noxious gases may be present in holds or compartments, or when the ship has been fumigated, such places shall be declared clear of gas by a qualified inspector before employees are permitted to enter.

Rule 511. Entering dark holds, decks, compartments or other places without flashlight or other approved portable light is prohibited.

Rule 512. The carrying of open flame lights, such as candles, torches, and oil lamps, is prohibited in operations aboard ship.

Rule 513. When cargo of a highly flammable nature, such as cotton, sisal, jute, etc. is being worked, the ship shall take the necessary steps to ensure that an incipient fire can be immediately controlled.

SECTION VI

HOUSEKEEPING AND LIGHTING

Rule 601. When dangerous or broken floors of piers and bulkheads cannot be temporarily repaired in an adequate manner, they shall be properly fenced until repairs are made.

Rule 602. No fencing, gangway, gear, ladder, life-saving means or appliances, lights, marks, stages or other things whatsoever required to be provided under this Code shall be removed or interfered with by any persons except when duly authorized or in case of necessity, and shall be restored at the end of the emergency period for which its removal was necessary.

Rule 603. Dock doors having counterbalances shall have the counterbalances so enclosed that it is impossible for a man to walk under them.

Rule 604. Docks, piers, wharves or terminals shall be maintained in a safe condition. All surfacings and pavings shall be maintained in good repair.

Rule 605. All decks, aprons, floors, and other places where persons are engaged in the operations shall be kept free from litter, and reasonably clean, and passageways shall be kept open.

Rule 606. Grease, oils, etc. spilled where operations are being carried on shall be immediately covered by sand or other suitable material.

Rule 607. A liberal supply of sand or other suitable material shall be kept readily available on each terminal and vessel for use on slippery places.

Rule 608. When main decks are intentionally oiled or painted for protection preparatory to stowing a deck load, safe walkways shall be provided by the ship by use of sand, dunnage, or other suitable non-slip material.

ACCESS TO VESSELS AND HOLDS

Rule 701. When a ship is lying at a pier or wharf there shall be provided at all times a safe means of going to and from the ship consisting of a gangplank or other equally adequate and safe method. Such means of access shall be adequately lighted during hours of darkness.

Rule 702. Where a gangplank is reasonably practicable, a gangplank approximately twenty-two inches (22") wide shall be provided and properly secured to the ship. Such gangplank shall be provided with a two rail railing on each side; such railing shall be approximately three and one-half feet ($3\frac{1}{2}'$) high, the upper and lower rails to consist of wood, taut ropes or chains or other equally safe devices.

Rule 703. A life net furnished by the vessel shall be rigged under all gangplanks or accommodation ladders in such a manner as to prevent a person from falling between the ship and dock.

Rule 704. Gangplanks, accommodation ladders and gangways shall be placed or shifted in a safe manner using mechanical equipment as necessary for this purpose.

Rule 705. All persons going to and from the ship shall use the approved means provided. Short cuts over side via cargo slings, save alls, moving conveyors, etc., are prohibited. Jumping to or from any barge, scow, tug or lighter is prohibited.

Rule 706. If a ship, boat, or other vessel is alongside any other ship, boat, or other vessel and persons employed are required to pass from one to the other, a safe means of access shall be provided by the ship, boat or other vessel which has the higher freeboard.

Rule 609. In order to provide safe access for handling lines while mooring and unmooring ships, lumber and other cargo should not be piled within approximately four feet (4') of the edge of any wharf or pier.

Rule 610. Safe means of access to high piles in terminals, warehouses or on lighters shall be provided. Jumping or climbing up or down on pieces of lumber protruding from tiers is prohibited.

Rule 611. Whenever car plates of any type are used they shall be of sufficient width to approximately fill the car door opening.

Rule 612. Whenever car plates of any type are used they shall be fastened to prevent slipping of plates.

Rule 613. When car plates are not being used they shall be stored in such a place and in such a manner as not to create a hazard for persons using the aprons, pier or terminals.

Rule 614. All places where persons are employed as well as regular passageways to a wharf, pier, terminal or vessel shall be safely and sufficiently lighted.

Rule 615. One or more lights shall be kept burning after dark on the ship or apron near the gangplank or other means of access to the ship.

Rule 616. Lights on ships and aprons shall be so located as not to shine into the eyes of, or otherwise interfere with, the vision of winch drivers, crane operators or signal men.

Rule 707. When working barge, scow, raft, or log boom alongside ship, a properly secured double rung or step Jacob's ladder, and a life ring, shall be provided for each unit of operation.

Rule 708. When men are working on rafts or booms, a rowboat shall be immediately available.

Rule 709. Life lines shall be furnished and hung overside to water's edge when men are working on log booms or cribs.

Rule 710. A ladder shall be provided in all holds where employees are engaged in operations.

Rule 711. All ladders providing access to holds shall be kept in repair and in safe condition. When rungs are broken or missing or ship's ladders are otherwise unsafe, they shall be blocked off pending repair and portable ladders, properly secured, shall be provided.

Rule 712. Hold ladders shall be kept clear and no cargo stowed within six inches (6") from back of ladder rungs.

Rule 713. If cargo is stowed so as to block off the permanent hold ladders, portable ladders shall be provided and be properly secured.

Rule 714. The riding of moving conveyors, other than escalators or other devices especially designed for transportation of men, is prohibited. Such special devices as are permissible for transporting men in and out of vessels may be ridden only when the operator is at the controls.

Rule 715. Riding cargo hook is prohibited, except that in emergencies specially prepared slings may be ridden in and out of the holds under the order and direct supervision of the designated foreman or walking boss in charge.

SECTION VIII

SAFE PRACTICES IN PREPARATION FOR AND SECURING FROM CARGO HANDLING

Rule 801. The place for winch drivers to stand or sit shall be kept in good order and all means taken to prevent slipping or falling of the seat or of the driver.

Rule 802. When any parts of the ship such as mast stays are so located as to make it impossible to provide a safe place for the winch driver to stand when driving double, either the stays shall be unshipped or the winches be driven single.

Rule 803. Where necessary to ensure safe operation, steam winches controlled by a horizontal lever shall have said lever counterbalanced by a properly secured weight.

Rule 804. Where extensions to operating levers of winches are used, they shall be furnished by the employer or vessel and be constructed of material of sufficient strength and securely attached to the regular levers.

Rule 805. The winch fall should be so wound on drum that the lever is operated in the same direction as the load.

Rule 806. When winch controls are located so as to expose winch driver to bight of the fall, a preventer shall be placed on the lead block at the heel of the boom. The preventer shall be not less than three-quarter inch ($\frac{3}{4}$ ") wire cable, or equivalent, rove in reasonably snug and secured by such means as will develop at least 80% of the strength of the preventer.

Rule 807. Measures shall be taken to prevent

escaping steam from obscuring any part of the decks, gangways, stages, wharf, or other place, or otherwise hindering or injuring any person employed in the operations.

Rule 808. Deck loads shall be so stowed as not to interfere with safe operation of winches.

Rule 809. Access from deck load to winches and decks shall be provided by means of steps or ladders.

Rule 810. There shall be eight inches (8") horizontal clearance between outboard edge of deck load and the inboard edge of bulwark rail except in places where a pendant or other device is provided to preclude sending a workman down ship's side to secure or handle boom guys, preventers, etc.

Rule 811. When working cargo over a deck load, a safe walkway from rail to coaming shall be provided for the designated signal man.

Rule 812. Safe fore and aft walk or passageway over deck loads shall be provided when necessary.

Rule 813. When it is necessary to work cargo on a skeleton deck, safe decking shall be provided unless the workmen can work safely from the cargo stowed below such skeleton deck.

Rule 814. Temporary tables on which loads are to be landed shall be of sufficient size and strength to permit the men thereon to work in safety.

Rule 815. When an edge of a permanent landing platform is so exposed that there is danger of falls of persons, the edge should be guarded by a line, save all or railing so placed as not to interfere with movement of cargo.

Rule 816. All hoppers used in the discharging of bulk cargo on which it is necessary for a man to work shall be equipped with a safe walkway. A safe means of access shall be provided.

Rule 817. In order to furnish a clear space for handling hatch covers and strongbacks during covering and uncovering operations, and the entire hatch is to be opened at following ports, cargo in 'tween decks shall be so stowed as to provide a clear space of thirty-six inches (36") around the hatch coaming. Such clearance should be designated by appropriate marking.

Rule 818. When deck loads are stowed closer than three feet to a hatch coaming, life lines shall be rigged for the safety of men handling strongbacks and hatch covers on main decks.

Rule 819. Where cargo is stowed on a section of a hatch, a space of thirty-six inches (36") shall be left for safe handling of individual hatch covers from the adjoining section. In the application of this rule and the foregoing rules dealing with thirty-six inches clearance in stowage of cargo around hatch openings, Rule 102 shall apply.

Rule 820. Employees shall never ride strongbacks or beams; nor shall they unnecessarily walk on or climb upon those in place.

Rule 821. Longshoremen shall not be hoisted aloft; booms shall be lowered for changing gear or making necessary repairs.

Rule 822. Guys and preventers, when used, shall be so adjusted as to divide the strain, as nearly as practicable, equally between them and shall be checked at frequent intervals.

Rule 823. Booms shall not be raised or lowered except under the direction of the foreman or walking boss or hatch tender in charge of the hatch.

Rule 824. The foreman or walking boss or hatch tender in charge of the hatch shall personally supervise

the removal or replacement of hatch covers, strongbacks or beams.

Rule 825. When employees are below, they shall stand in the clear while strongbacks and hatch covers are being taken out or put in place.

Rule 826. No cargo shall be worked through a section of a hatch unless the strongback of the adjacent section is bolted, locked or secured by other means.

Rule 827. Cargo shall not be landed on or handled over a covered hatch or tween deck unless the blind beam is in place under the hatch covers.

Rule 828. Strongbacks and hatch covers shall be so stowed as not to interfere with a safe walkway from rail to hatch coaming or fore and aft, and so secured that they cannot be tipped over or dragged into hatches or overboard by drafts or gear. This applies to all decks including deck load.

Rule 829. When work in a hatch is finished for the day and it is necessary to close hatches, top deck hatch covers, or night hatches or tents shall be put on or safety lines stretched around the hatch coamings.

Rule 830. Manholes and other deck openings which are flush with deck shall be protected through using either covers or railings.

SECTION IX

HANDLING OF CARGO AND PRACTICES INCIDENT THERETO

Rule 901. Sling loads shall not be held suspended over men's heads.

Rule 902. Sling loads that are improperly slung shall not be hoisted.

Rule 903. No cargo shall be loaded or unloaded by a fall or sling at any intermediate deck unless either the hatch at that deck is safely covered or a secure landing platform of a width not less than that of one section of hatch coverings has been placed across the hatch.

Rule 904. Blocks, crow bars, slings, and other equipment shall not be thrown from deck to ship's hold or from ship to pier or lighter, or from pier to ship or lighter.

Rule 905. Stowed or piled cargo, either in ship's holds, on piers, or in terminal sheds, which is likely to shift or roll, shall be secured or blocked.

Rule 906. Material shall be so piled that it will not collapse when part of pile or adjoining piles are removed.

Rule 907. Precautions shall be taken to prevent the falling, sliding, or spreading of cargo raised or lowered by hoisting gear.

Rule 908. When sling loads of dunnage, lumber, or pipe are being hoisted in or out of hatch in one sling, all men below shall stand in the clear.

Rule 909. Where practicable, double slings shall be used on all types of cargo where there is danger of sliders, such as dunnage, lumber, pipe, etc.

Rule 910. Buckets, tubs, etc., used in handling

bulk cargo shall not be hand loaded above the rim.

Rule 911. When assisting to steady in hoisting or landing a sling load, longshoremen shall not stand in the line of travel of the load nor between the load and any nearby fixed object and shall always face the load. Drafts should be lowered to shoulder height before longshoremen take hold of them for steadying or landing.

Rule 912. A sling load or draft shall not be lifted with a chain having a kink or knot in it.

Rule 913. A chain shall not be shortened by bolting, wiring or knotting.

Rule 914. A broken chain shall not be used until the proper repairs are made. Proper repairs shall include patent links of equivalent strength. Wire shall never be used to marry two ends of chain.

Rule 915. Standing in bight of line is prohibited.

Rule 916. When using a bull line to move cargo, the longshoremen shall stand out of the bight and clear of the throw of the lead and hook.

Rule 917. The cargo gear while rigged for hoisting shall not be used for bull line operations.

Rule 918. Men trimming bulk cargo shall be checked in and out of the hold, box car or elevator.

Rule 919. Electric trimmers used for bulk cargo containing explosive dust shall be disconnected from conductors before being lowered into holds. The electric current shall be kept shut off while conductors are being secured to or disconnected from the trimmers. Motors shall be of the explosion-proof type. There shall be no sparking device, switch, collector rings, etc. in the hold. All controls shall be located outside of the explosive area and shall be of the "explosion-proof" type.

Rule 920. When men are working in the square

of the hatch, bales of cotton, wool, cork, gunny bags, or other similar articles shall not be hoisted by hooks attached to the bands or fastenings of such bales.

Rule 921. Grabs and tongs shall not be used to hoist timbers, logs, or piling to or from ship.

Rule 922. Where two gangs are working in the same hatch on different levels, a net shall be rigged and securely fastened so as to prevent men or cargo falling on men below.

Rule 923. The handling of explosives shall be in accordance with Coast Guard regulations.

SECTION X

HAULAGE EQUIPMENT

Rule 1001. Every power truck operated from an end platform or pedal position shall be equipped with a substantial guard securely attached to the platform or frame of the vehicle in such a manner as to protect the operator and so designed that the operator can easily mount or dismount from his operating station.

Rule 1002. Exhaust pipes, connections, and mufflers on gasoline motor driven vehicles shall be kept tight. Exhaust pipes on lift trucks shall be so constructed as to discharge into the air not less than one foot above the head of the vehicle operator when in operating position.

Rule 1003. 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 100 parts per million.

Rule 1004. Fork lift trucks shall be equipped with an overhead guard of strength and design adequate to prevent injury to operator from falling objects, except that, where the construction of the truck is such that the presence of overhead guards would prevent truck from entering box car or tween decks, the guard may be removed during such operation.

Rule 1005. Power-driven vehicles shall be operated at a safe speed compatible with conditions and with city and state laws.

Rule 1006. Employees shall not ride on haulage equipment except when authorized in line of duty.

Rule 1007. When in line of duty an employee is specifically authorized to ride a truck, tractor, or

trailer, he shall sit or stand so that he has a secure hand hold; so that no part of his body extends beyond the sides of the vehicle; so that he will not be injured by shifting or moving loads and will not be overbalanced or thrown off due to a sudden stop, jolt, or turn.

Rule 1008. Riding on tongues or handles of trailers or forks of lift trucks is prohibited.

Rule 1009. Jumping on or off moving vehicles is prohibited.

Rule 1010. Only authorized vehicle operators or mechanics shall be permitted to crank vehicle motors.

Rule 1011. When lift trucks are parked, forks shall be tilted forward and be flush with floor and clear of aisles. When moving, lift truck forks shall be kept not less than four inches (4") nor more than six inches (6") above the floor.

Rule 1012. Gasoline tanks shall not be filled while engine is running.

Rule 1013. When filling gasoline tanks, the hose nozzle shall be kept in constant contact with the tank in order to prevent ignition of vapor by static sparks.

Rule 1014. Gasoline tanks shall not be opened, filled, or left open while anyone is smoking in the vicinity.

Rule 1015. Gasoline tanks shall not be opened, filled, or left open except in specially designated areas.

Rule 1016. Charging-board switches shall be pulled before connecting or disconnecting batteries of electric trucks.

Rule 1017. No load on a lift truck or crane shall be suspended or swung over any workman.

Rule 1018. Lift truck shall not travel with load of empty boards which exceeds the height of mast.

Rule 1019. Cargo shall be hoisted to ship's deck with a lift truck only when the load can be set on the vessel safely.

Rule 1020. The rated capacity of all lift trucks shall at all times be posted on the vehicle in such a manner that it is readily visible to the operator. Unless the truck has counterbalances added, loads in excess of the manufacturer's rated capacity shall not be lifted, carried or moved by lift trucks.

Rule 1021. When lift trucks are used in railway cars which have a bad floor, the floor of the car shall be covered with metal plates.

Rule 1022. Railroad cars shall not be moved until it has been assured that the way is clear, nor without due warning being given to any exposed person. When persons are working in between or underneath railway cars there shall be a person stationed nearby to warn of any movement of the cars.

Rule 1023. Falls led from cargo booms shall not be used to move railroad cars on docks.

Rule 1024. Ship's winches may be used to move railroad cars only if a bull line is properly rigged so as to give a direct lead to gypsy head or winch drum.

Rule 1025. When railroad cars are worked on any pier or bulkhead, stripping and stakes shall be piled in such a manner and in such a place that they will not create a hazard.

SECTION XI

SHIP'S GEAR

Rule 1101. All bridles for removing strongbacks or beams from hatch coamings shall be of sufficient length so that strongbacks can be hooked on without climbing out on beams to do so.

Rule 1102. Holes in strongbacks or beams for attaching bridles shall be located within reaching distance from the coaming so that the bridle may be attached without the men climbing on the strongback or beam.

Rule 1103. Hand line shall be attached to each leg of strongback and pontoon hatch cover bridles for use in preventing swinging of hatch beams, strongbacks, and pontoons. These hand lines should not be less than ten feet (10') in length.

Rule 1104. Shackles or toggles shall be used on strongback bridles in place of hooks. Toggles shall be so constructed that one half the length of the toggle exceeds by one inch the longest diameter of the hole in which it is to be placed.

Rule 1105. All boom guys and gin blocks shall be secured by safety shackles or other type shackles properly moused.

Rule 1106. When preventers are used on booms, they shall be secured to the boom independently of the working guys, except in the case of cast firings where the strength of the casting exceeds the total strength of all lines which are secured to it.

Rule 1107. When deck loads extend above the bulwarks and eight inches (8") clearance is not pro-

vided between outboard edge of deck load and bulwarks, there shall be a pendant of sufficient length to preclude sending a workman over side of deck load to secure or release the boom guy or preventer from the deck or bulwark ring bolt.

Rule 1108. Unless the ship is equipped with topping lift winches, it shall furnish a sufficient number of topping lift stoppers for safely handling topping lifts. The anchor end of all stoppers shall be shackled or otherwise suitably secured to pad eyes, king posts, or objects of sufficient strength to stand the strain, and the stoppers shall always be so placed that they are in line with the lifts before the strain is on them. Stoppers shall be of sufficient length.

Rule 1109. Cargo booms shall be tested and have approved capacity as a swinging boom plainly marked in a conspicuous manner and place, preferably at the heel of the boom.

Rule 1110. Portable hatch rollers, when used, shall be firmly attached or secured to hatch coamings and shall have wire preventers in addition to the regular clamps.

Rule 1111. Broken, split, or ill-fitting hatch covers shall be replaced at once.

Rule 1112. Sufficient hatch covers of proper dimensions to insure a tight cover for each deck shall be supplied at all times during operations.

Rule 1113. All hatch covers, and fore and aft and 'twhartship beams, insofar as they are not interchangeable, shall be kept clearly marked to indicate the deck and hatch to which they belong and position therein.

Rule 1114. Adequate hand grips shall be provided on all hatch covers.

Rule 1115. Deflectors shall be used to prevent liquids from overboard discharges from reaching the pier apron or lighter.

Rule 1116. Inspection of ship's cargo gear shall be made by the ship's officers before gear is used for stevedoring operations. The ship's officers shall give all assistance possible in maintaining the gear in safe condition while in use.

SECTION XII

STEVEDORE GEAR

Rule 1201. If tools, materials, appliances, or any gear are at any time found to be out of repair, defective, or in any way unsafe, employees shall report the same immediately to the person in charge of the work. Any unsafe or doubtful gear shall be discarded, marked and so placed that it cannot be used by longshoremen.

Rule 1202. Gear and equipment not in use shall be stowed clear of area in which operations are being carried on.

Rule 1203. Wire bridles shall have a covering of marline, rubber hose, or other suitable protection for men's hands over lower splices.

Rule 1204. Save allis shall be stretched, hung, and safely secured to vessel and dock when general cargo or lumber from car is being worked.

Rule 1205. When working cargo between the second story of a transit shed and a ship, a save all shall be stretched from the second story platform to the deck of the ship.

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