

PACIFIC COAST MARINE

SAFETY CODE

1967 REVISION

Effective December 31, 1967

ILWU-PMA

PACIFIC COAST MARINE SAFETY CODE

1967 Revision

SECTION 16.11

"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, 1966-1971.

The parties reaffirm the following slogans, originally adopted in 1949, 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 Association of the Pacific Coast and the ILWU.

Under the 1948-1951 Agreement, the Union and the Employers agreed to undertake a revision of the existing Code. This was done by the parties, and the result was put into effect and known as the 1949 Revision of the Pacific Coast Marine Safety Code.

Under the terms of the 1966-1971 Agreement, the parties agreed to revise the existing Code for the

purpose of updating the Code to reflect the safety needs of a more modern and changing industry.

The 1967 revision of the Pacific Coast Marine Safety Code was completed on September 27, 1967 by the following Committee:

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The effective date of this Code is December 31, 1967.

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SECTION I

SCOPE, PURPOSE AND EXCEPTIONS

Rule 101. This Code applies to all work performed under 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.

Rule 104. The safety duties listed in this Code by job category shall not be construed to establish manning requirements.

Rule 105. At the direction of the parties, this Code was revised and updated in 1967 to upgrade its capacity to prevent injuries, and to reduce accident frequencies. All persons party to this Code shall assume and properly discharge their safety responsibilities.

SECTION II

DUTIES OF VESSELS OF ALL TYPES

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. Inspection of ship's cargo gear shall be made by the ship's officers before gear is used for stevedoring operations.

Rule 203. The ship's officers shall give all assistance possible in maintaining the gear in safe condition while in use.

Rule 204. All boom guys and gin blocks shall be secured by safety shackles or other type shackles, properly moused.

Rule 205. 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 206. All projecting set screws on moving parts shall be replaced by countersunk or headless set screws unless moving part is so guarded that contact is impossible. No part of the set screws shall project above the surface.

Rule 207. 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 208. There shall be no spray painting or

sandblasting in the immediate vicinity of longshore operations.

Rule 209. Ship's officers shall make certain that all electric arc or gas welding operations conducted during cargo handling operations shall be so shielded as to effectively prevent injuries to the eyes of employees in the vicinity.

Rule 210. 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 211. 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 212. 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 213. 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 214. Sufficient hatch boards of proper dimensions to ensure a safe working surface for each deck being worked shall be supplied during stevedoring operations.

Rule 215. Adequate handgrips shall be provided on all hatch boards.

Rule 216. Deflectors shall be furnished and used to prevent liquids from overboard discharges from reaching the pier apron or lighter.

Rule 217. 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.

Rule 218. 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 any fire can be immediately controlled.

Rule 219. Garbage shall be disposed of regularly.

Rule 220. Garbage remaining on deck, pending collection, shall be kept covered.

Rule 221. Garbage cans shall never be placed so that passageways are blocked or so that they will otherwise interfere with stevedoring operations.

Rule 222. An adequate quantity of cargo lights in good condition and with proper size bulbs shall be provided before night work starts.

Rule 223. Cargo light reflectors shall be kept clean and in good condition. Heaving lines shall be attached for lowering or raising cargo lights unless the cord is designed to suspend the light.

Rule 224. Permanent deck and 'tween deck lighting fixtures, mast lights and outlets shall be maintained in usable condition and tested at frequent intervals.

Rule 225. The vessel shall supply fittings of sufficient number and of adequate size to allow for the proper securing of the cargo gear for a safe operation.

Rule 226. Members of the ship's crew shall

not be permitted to smoke aboard ship or on the dock except in authorized, designated places.

Rule 227. Ship's crew members shall not be permitted in the immediate vicinity of longshore operations except in the course of their duties, but in no event while under the influence of intoxicating liquor.

Rule 228. 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 229. 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 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.

Rule 230. All decks 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 231. Grease, oils, etc. spilled where operations are being carried on shall be immediately covered by sand or other suitable material.

Rule 232. A liberal supply of sand or other suitable material shall be kept readily available for use on slippery places.

Rule 233. 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 234. Where a gangplank is reasonably practicable, a gangplank at least twenty inches (20") wide shall be provided and properly secured to the ship. Such gangplank shall be provided with a two-rail railing on each side; the upper rails shall be at least thirty-three inches (33") high. Rails shall consist of wood, taut ropes or chains, or other equally safe devices.

Rule 235. A ladder shall be provided in all holds where employees are engaged in operations.

Rule 236. 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. Pending repair, portable rungs, when available, shall be installed or portable straight ladders, properly secured, shall be provided. Where it is not practical to use straight ladders, properly secured Jacob's ladders may be used, provided they are of the double rung or flat tread type.

Rule 237. Hold ladders shall be kept clear and no cargo stowed within six inches (6") from back of ladder rungs.

Rule 238. Where necessary to ensure a safe operation, steam winches controlled by a horizontal lever shall have said lever counterbalanced by a properly secured weight.

Rule 239. 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 240. The winch fall shall be so wound on the drum so that the lever is operated in the same direction as the load, if design of the winch permits.

Rule 241. When winch controls are located so as to expose the 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 percent of the strength of the preventer.

Rule 242. Measures shall be taken to prevent escaping steam from obscuring any part of the decks, gangways, stages, wharf, or other place, or from otherwise hindering or injuring any person employed in the operations.

Rule 243. 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 244. When deck loads are stowed closer than three feet (3') to a hatch coaming, life lines shall be rigged for the safety of men handling strongbacks and hatch covers on main decks.

Rule 245. Where cargo is stowed on a section of a hatch, a space of thirty-six inches (36") shall be left for the 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 (36") of clearance (in stowage of cargo) around hatch openings, Rule 102 shall apply.

Rule 246. Manholes and other deck openings which are flush with the deck shall be protected by use of either covers or railings.

Rule 247. 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 248. A substantial hand line shall be attached to each leg of strongback, pontoon, or sectional hatch cover bridles for use in preventing swinging of hatch sections, strongbacks or pontoons. These hand lines shall be not less than eight feet (8') in length, and be in good condition.

Rule 249. 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 into which it is to be placed.

Rule 250. When preventers are used on booms, they shall be secured to the boom independently of the working guys, except in the case of cast fittings where the strength of the casting exceeds the total strength of all lines which are secured to it.

Rule 251. 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, strength, and be in safe working condition.

Rule 252. 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 253. Broken, split, or ill-fitting hatch covers shall be replaced at once.

Rule 254. All hatch covers, and fore and aft and thwartship beams, insofar as they are not interchangeable, shall be clearly marked to indicate the deck and hatch to which they belong, and their position therein.

Rule 255. All lumber used for staging, scaffolding, walkways and ladders aboard ship shall be of sufficient quality to meet or exceed the purpose for which it is used.

Rule 256. 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.

SECTION III

DUTIES OF EMPLOYERS

Rule 301. The employer shall provide, so far as the same shall be under his control, a safe working place for all operations.

Rule 302. The employer shall provide for the proper and safe condition of all stevedoring gear supplied by him.

Rule 303. The employer shall require the use of safe processes and practices.

Rule 304. The employer shall see that 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 305. 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 training shall be made through the Area Accident Prevention Committee.

Rule 306. 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 307. 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 308. 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 309. Employer shall furnish, when necessary, protective clothing to employees when handling cargo which may cause burns or skin irritations.

Rule 310. 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 311. Employers shall not be present on the job while under the influence of intoxicating liquor, or drugs of a stimulating or depressive nature.

Rule 312. All employers and their representatives shall abide by all applicable safety rules governing employees, and set an example for all employees by observing these safety rules.

Rule 313. An approved first aid kit shall be made available by the employer when and where operations are being carried on.

Rule 314. The first aid kit and the first aid room, where one is provided, shall be maintained and kept fully stocked by a designated employee or employees authorized to render first aid to the injured.

Rule 315. 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 316. 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 title of the person in charge thereof.

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

(c) Names, addresses and telephone numbers of physicians and hospitals where applicable.

Rule 317. Provisions for the rescue of persons from drowning shall be made and maintained during the course of longshore operations, 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 318. When goggles and respirators are required, they shall be provided by the employer.

Rule 319. Goggles or respirators, after having been used, shall be cleaned and sterilized before being reissued to another person.

Rule 320. The employers shall see that 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 321. When cargo of a highly flammable nature, such as cotton, sisal, jute, etc. is being worked, the employers shall take necessary steps to ensure that any fire can be immediately controlled.

Rule 322. All 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 323. Grease, oils, etc., spilled where operations are being carried on, shall be immediately covered by sand or other suitable material.

Rule 324. When working barge, scow, raft or log boom alongside ship, a properly secured double rung or flat tread Jacob's ladder, and a life ring, shall be provided for each unit of operation.

Rule 325. Life lines shall be furnished and hung overside to water's edge when men are working on log booms or cribs.

Rule 326. A ladder shall be provided in all holds where employees are engaged in operations.

Rule 327. 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. Pending repair, portable rungs, when available, shall be installed or portable straight ladders, properly secured, shall be provided. Where it is not practical to use straight ladders, properly secured Jacob's ladders may be used, provided they are of the double rung or flat tread type.

Rule 328. Hold ladders shall be kept clear and no cargo stowed within six inches (6") from back of ladder rungs.

Rule 329. If cargo is stowed so as to block off the permanent hold ladders, portable straight ladders, properly secured, shall be provided. Where it is not practical to use straight ladders, properly secured Jacob's ladders may be used, provided they are of the double rung or flat tread type.

Rule 330. 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 331. If tools, materials, appliances, or any gear (including empty stevedore-owned boards) 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 such unsafe or doubtful gear shall be marked, and so placed that it cannot be used by longshoremen until properly repaired.

Rule 332. Wire bridles shall have a covering or marline, rubber hose, or other suitable protection for men's hands over lower splices.

Rule 333. 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.

SECTION IV DUTIES OF SUPERVISION

The safety duties of the supervisory personnel, Walking Bosses, Ship and Dock Foremen, and Assistant Ship and Dock Foremen are:

Rule 401. They shall see that all working conditions are safe and that gear is in apparent safe working condition during the operation.

Rule 402. They shall permit operations on or in ship's decks, holds, piers or other places only when they are adequately lighted.

Rule 403. They shall see that operations are carried on in a safe manner.

Rule 404. Where there is an immediate danger to the health or safety of men, they shall stop the work, if necessary, to avoid accidents.

Rule 405. They shall act promptly in obtaining correction of any defect in the gear or machinery, or unsafe working condition.

Rule 406. They shall instruct the men under them in the proper and safe methods of handling cargo, gear and equipment.

Rule 407. They shall make every effort to determine cargo hazards in advance, and to have correct personal protection at hand for known hazards.

Rule 408. They shall see that booms are not raised or lowered except under the direction of the foreman, walking boss, gang boss, or hatch tender in charge of the hatch, and in compliance with provisions of Rules 618 and 619.

Rule 409. They shall see that the removal or replacement of hatch covers, strongbacks or beams is supervised by the foreman, walking boss, gang boss, or hatch tender in charge of the hatch.

Rule 410. The foreman or walking boss in charge of operations shall arrange immediate and proper first aid for the injured. Nonprofessional first aid shall not be attempted in cases of injury involving the eyes.

Rule 411. 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 412. Supervision shall not smoke aboard ship or on the dock except in authorized, designated places.

Rule 413. Supervision shall not be present on the job while under the influence of intoxicating liquor, or drugs of a stimulating or depressive nature.

Rule 414. Supervision shall set an example for the men and shall observe all applicable rules of this Code which govern other employees.

Rule 415. Supervision shall see that falls led from cargo booms are not used to move railroad cars on docks.

Rule 416. Supervision shall see that ship's winches are not used to move railroad cars, unless a bull line is properly rigged so as to give a direct lead to the gypsy head or winch drum.

SECTION V

DUTIES OF GROUP LEADERS (HATCH, DOCK OR GANG)

The Hatch, Dock, Gang Boss or other group leader shall carry out the following safety duties:

Rule 501. He shall be in direct charge of his gang or group and shall see that all work is done in a safe manner.

Rule 502. He shall 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. Supervision shall act promptly in obtaining correction of any defect in the gear or machinery, or any unsafe working condition.

Rule 503. He shall instruct the men under him in the proper and safe methods of handling cargo, gear and equipment.

Rule 504. 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, he shall stop the work upon discovery of any unsafe condition until his foreman or walking boss, or other employer representative on the job, shall have had opportunity to pass upon the situation.

Rule 505. He shall set an example and shall abide by all applicable safety rules in this Code which govern other employees.

Rule 506. He shall maintain good house-keeping.

Rule 507. He shall give clear and understandable instructions on safety in operations and shall ascertain that these are carried out.

Rule 508. He shall not smoke aboard ship or on the dock except in authorized, designated spaces.

Rule 509. He shall not be present on the job while under the influence of intoxicating liquor, or drugs of a stimulating or depressive nature which affect his ability to carry out his obligations as required under the Pacific Coast Longshore Agreement.

Rule 510. He shall personally check men trimming bulk cargo into and out of the hold, box car or elevator.

SECTION VI

DUTIES OF EMPLOYEES AND GENERAL SAFETY RULES

Rule 601. The safety duties of all parties to this agreement, (both employers and 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 co-operate in all that makes for safety.

Rule 602. An injury of any kind, irrespective of its severity, shall be reported immediately to the foreman, 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 603. No person subject to this Code shall engage in horseplay on the job.

Rule 604. 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 605. No employee shall be present on the job while under the influence of intoxicating liquor, or drugs of a stimulating or depressive nature which affect his ability to carry out his obligations as required under the Pacific Coast Longshore Agreement.

Rule 606. All persons going to and from the ship shall use the approved means provided. Short cuts over the side via cargo slings, save alls, moving conveyors, etc., are prohibited. Jumping to or from any barge, scow, tug or lighter is prohibited.

Rule 607. No person shall ride the cargo hook except when authorized by supervision during an emergency, or when the gear is especially designed for this purpose.

Rule 608. Employees shall never ride strongbacks or beams; nor shall they unnecessarily walk on or climb upon those in place.

Rule 609. Longshoremen shall not be hoisted aloft; booms shall be lowered for changing gear or making necessary repairs.

Rule 610. Employees shall not ride on moving conveyors other than escalators or other devices especially designed for the transportation of men.

Rule 611. 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 612. All employees shall wear and properly use all personal protective equipment provided, including but not limited to:

(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;

(c) the term "approved" in (a) and (b) means approved and accepted as adequate by applicable state or Federal regulations, depending upon jurisdiction.

Rule 613. No fencing, gangway, gear, ladder, lifesaving 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 person 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 614. 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 615. Riding on tongues or handles of trailers, or forks of lift trucks, is prohibited.

Rule 616. Jumping on or off moving vehicles is prohibited.

Rule 617. When removing tarps, employees shall, when possible, walk forward, drawing the tarp behind them.

Rule 618. When booms are being raised or lowered, employees shall get in the clear and stay out from under.

Rule 619. When using the gypsy head to top or lower the boom, longshoremen shall (a) stretch out the topping lift wire and make sure it is free of kinks; (b) not stand in the coils (or bight) of the line; (c) keep not less than five turns of wire on the gypsy head, unless wire can be shackled or otherwise safely secured to the gypsy head.

Rule 620. Employees shall not climb hatch ladders when ship's cargo gear is in motion in that end of the hatch. Both hands shall be used on the

ladder. Articles which are too large to go into pockets or belts shall be raised or lowered in a safe manner.

Rule 621. When steadying or landing a sling load, employees shall not stand in the load's line of travel nor between the load and any nearby fixed object, and shall always face the load.

Rule 622. Longshoremen shall steady the slings or bridles to prevent whipping when they are pulled free from under loads by the cargo hook, or else they shall see that they and their fellow workers stand well clear.

Rule 623. When rigging hatch tents, employees shall not secure lashings to loose objects.

Rule 624. Employees shall keep the work area orderly and shall keep unnecessary material from underfoot at all times.

Rule 625. Employees shall step down from elevations. Jumping is prohibited.

Rule 626. If tools, materials, appliances, or any gear (including empty stevedore-owned boards) 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 such unsafe or doubtful gear shall be marked, and so placed that it cannot be used by longshoremen until properly repaired.

Rule 627. Employees shall not ride on haulage equipment except when authorized in line of duty.

Rule 628. Employees shall refrain from any activity which will distract them from their duties.

Rule 629. The use of portable radios, or other

portable electronic entertainment devices, is strictly prohibited on the job.

Rule 630. Entering dark holds, decks, compartments, or other places without flashlight or other approved portable light, is prohibited.

Rule 631. The carrying of open flame lights, such as candles, torches, and oil lamps, is prohibited in operations aboard ship.

Rule 632. When employees are below, they shall stand in the clear while strongbacks and hatch covers are being taken out or put into place.

Rule 633. Drafts shall be lowered to at least shoulder height before longshoremen take hold of them for steadying or landing.

Rule 634. A chain shall not be shortened by bolting, wiring or knotting.

Rule 635. A broken chain shall not be used until the proper repairs have been made. Proper repairs shall include patent links of equivalent strength. Wire shall never be used to "marry" two ends of a chain.

Rule 636. Standing in the bight of a line is prohibited.

Rule 637. 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 638. When a log raft and barge are being worked on the same side of a vessel, men shall not be required to work on the log raft if the river current or tide flow could sweep them under the barge.

Rule 639. When necessary to unfasten or cut metal car strips, bands or wires, appropriate safe tools shall be used.

Rule 640. When loading or unloading railroad cars with drafts of long, heavy or awkward cargo which may cause an unsafe condition to exist, men shall position themselves to safely handle the load.

Rule 641. Nails which are protruding from shoring or fencing in the immediate work areas shall be bent over or otherwise rendered harmless.

Rule 642. Dunnage, lumber, or shoring material in which there are visibly protruding nails shall be removed from the immediate work area, or, if left in that area, the nails shall be bent over or otherwise rendered harmless.

Rule 643. When men are working on rafts or booms, a rescue boat shall be immediately available.

SECTION VII

DUTIES OF HATCH TENDERS AND WINCH DRIVERS

The following shall be the safety duties of the persons designated as hatch tenders or winch drivers:

Rule 701. They shall consider themselves as the safety men for the gang or unit, and for this purpose shall cooperate with their foreman, walking boss, or other employer representative on the job for the safety of the men during operations.

Rule 702. They shall 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 they have to travel in following the hook is clear of obstructions.

Rule 703. They shall see that the save all is properly made fast.

Rule 704. They shall see that hatch beams, pontoons, or strongbacks and hatch covers which are removed are stowed in a safe, orderly manner.

Rule 705. They shall see that strongbacks and pontoons adjacent to sections through which cargo is to be worked are locked, bolted, or otherwise secured before hoisting operations are started.

Rule 706. They shall see that all loads are properly slung before being hoisted.

Rule 707. They shall see that sling loads are hoisted or lowered only when there is no danger of striking a person on the deck or on the dock, or who is ascending or descending a ladder in their hatch.

Rule 708. They shall see that, when it is necessary to hold loads, they are held over or landed on deck or dock, and not suspended over heads of men working under the hook.

Rule 709. They shall enforce the rule that riding of the cargo hook, or any gear, or load attached thereto, is prohibited except in an emergency, and then only under the order and direct supervision of his foreman, walking boss or other employer representative. (This rule does not apply when gear is especially designed for hoisting of men.)

Rule 710. They shall remain on the job until all men in their gang are out of the hold.

Rule 711. Before starting hoisting operations:

(a) They shall see that steam winches are free from water.

(b) They shall see that cargo falls are in good order and properly secured to the winch drums.

(c) They shall 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.

(d) They shall see that winch extension levers, when used, are securely fastened.

(e) They shall immediately report any defects to their foreman or walking boss or other employer representative on the job.

Rule 712. They shall see that the working place provided for them is kept in good order and that all means are taken to prevent their slipping.

Rule 713. They shall see that men's fingers are in the clear before beams or strongbacks are raised from or lowered into the sockets.

Rule 714. They shall see that any gear shifting levers on winches are properly secured.

Rule 715. When tending hatch, they shall keep the sling load in sight when it is moving and warn all persons in danger of being injured by the movement of cargo. The hatch tender shall remain alert at all times.

Rule 716. The hatch tender shall control the movements of the sling loads by positive signals to the winch driver.

Rule 717. If a seat is used when driving winch, the winch driver shall 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, he shall keep his feet and legs out of the hatchway.

Rule 718. The winch driver shall operate winches only on clearly understood signals.

Rule 719. The winch driver shall at all times operate the winch in a safe manner, keeping the load under complete control so that same may be stopped or hoisted instantly.

Rule 720. The winch driver shall report at once winches which are not properly lubricated, or are in any way defective, 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 721. When leaving winch unattended, the winch driver shall see that the power is turned off, or where provisions are made to do so, he shall secure the levers in neutral.

Rule 722. Winch drivers and hatch tenders shall observe all the general safety rules contained in Section VI of this Code and pay particular attention to Rules 604, 605, 628, and 629.

SECTION VIII

DUTIES OF CRANE OPERATORS

The safety duties of crane operators are:

Rule 801. Before starting hoisting operations, crane operators shall do the following:

(a) Shall follow all established "start-up" procedures.

(b) Shall see that the crane is working properly by testing it without a load on the hook.

(c) Shall make sure he is familiar with all operating procedures of the particular piece of equipment he is to operate.

(d) Shall report any defects to his gang boss, 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 802. Shall operate the crane only on clearly understood signals unless the operation is under complete control of the operator.

Rule 803. Shall at all times operate the crane in a safe manner, keeping the load under complete control.

Rule 804. Shall see that when it is necessary to hold loads, they are held over or landed on the deck or dock and not suspended over heads of men working under the hook.

Rule 805. When leaving the cab, he shall see that all "shut down" procedures are followed, including the positioning of all master controls in the neutral position, the placing of all friction

controls in the disengaged position, and the locking of all foot brakes.

Rule 806. He shall keep both hands free when going up and down ladders. Articles which are too large to go into pockets or belts shall be lifted to or lowered from the crane by hand line (excepting where stairways are provided).

Rule 807. If crane power goes off, the operator shall immediately throw all controllers to "off" position until the power is again available.

Rule 808. The operator shall pay special attention to the relative position of the blocks to avoid unnecessary tripping of the limit switch.

Rule 809. Crane operators shall observe all the general safety rules contained in Section VI of this Code and pay particular attention to Rules 604, 605, 628 and 629.

Rule 810. Crane operators shall also observe all applicable winch driver and hatch tender duties.

Rule 811. Sling loads which are improperly slung shall not be hoisted.

SECTION IX

DUTIES OF VEHICLE OPERATORS

(Tractor, Jitney, Lift Truck, Combination Operator, etc.)

A vehicle operator shall carry out the following duties:

Rule 901. Shall test brakes, steering gear, 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 lift truck in such a manner as to give him an unobstructed view of the direction of travel, and drive in reverse when necessary.

Rule 903. Shall be especially cautious when approaching blind corners, or other places where vision is limited.

Rule 904. Shall obey all speed and traffic regulations and other applicable haulage equipment rules.

Rule 905. Shall 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.

Rule 906. Shall permit an employee to ride on haulage equipment only on specific instructions from his foreman, walking boss, or other management supervisor in charge of operations, unless equipment is designed to accommodate passengers.

Rule 907. Shall shut off motor when leaving vehicle.

Rule 908. Shall operate vehicle from seat or platform only, and not while standing or walking alongside, unless equipment is designed to operate in this manner.

Rule 909. Shall at all times operate his vehicle in a safe manner.

Rule 910. Vehicle operators shall observe all the general safety rules contained in Section VI of this Code and pay particular attention to Rules 604, 605, 628 and 629.

Rule 911. No load on a lift truck or crane shall be suspended or swung over any workman.

Rule 912. No lift truck shall travel with load of empty boards which exceeds the height of mast.

Rule 913. 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.

SECTION X

SHIPBOARD SAFETY RULES

Rule 1001. Deck loads shall be so stowed as not to interfere with safe operations of winches.

Rule 1002. 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 1003. Cargo shall not be landed on or handled over a covered hatch or 'tween deck unless the blind or queen beam is in place under the hatch covers.

Rule 1004. 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 1005. Stowed or piled cargo in ship's holds which is likely to shift or roll shall be secured or blocked.

Rule 1006. Precautions shall be taken to prevent the falling, sliding, or spreading of cargo raised or lowered by hoisting gear.

Rule 1007. 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 1008. Where practical, double slings shall be used on all types of cargo where there is danger of sliders, such as dunnage, lumber, pipe, etc.

Rule 1009. Drafts shall be lowered at least to shoulder height before longshoremen take hold of them for steadying or landing.

Rule 1010. The cargo gear while rigged for hoisting shall not be used for bull line operations.

Rule 1011. 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 1012. Portable hatch coaming rollers, when used, shall be firmly attached or secured to hatch coamings and shall have wire preventers in addition to the regular clamps.

Rule 1013. Gear and equipment not in use shall be stowed clear of area in which operations are being carried on.

Rule 1014. Save alls shall be stretched, hung, and safely secured to vessel and dock when general cargo, or lumber from a rail car is being worked.

Rule 1015. A sling load or draft shall not be lifted with a chain having a kink or knot in it.

Rule 1016. 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 1017. Access from deck load to winches and decks shall be provided by means of steps or ladders.

Rule 1018. 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 1019. When working cargo over a deck load, a safe walkway from rail to coaming shall be provided for the designated signal man.

Rule 1020. Safe fore and aft walk or passageway over deck loads shall be provided when necessary.

Rule 1021. 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 1022. When an edge of a permanent landing platform is so exposed that there is danger of a person falling, the edge should be guarded by a line, save all or railing so placed as not to interfere with movement of cargo.

Rule 1023. 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 1024. When deck loads are stowed closer than three feet (3') to a hatch coaming, life lines shall be rigged for the safety of men handling strongbacks and hatch covers on main decks.

Rule 1025. Where cargo is stowed on a section of a hatch, 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 (36") clearance in stowage of cargo around hatch openings, Rule 102 shall apply.

Rule 1026. Booms shall not be raised or lowered except under the direction of the foreman, walking boss, or hatch tender in charge of the hatch.

Rule 1027. The foreman, walking boss, or hatch tender in charge of the hatch shall personally supervise the removal or replacement of hatch covers, strongbacks or beams.

Rule 1028. No cargo shall be worked through a section of a hatch unless the strongback or pontoon of the adjacent section is bolted, locked or secured by other means.

Rule 1029. 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 1030. Manholes and other deck openings which are flush with deck shall be protected by use of either covers or railings.

Rule 1031. 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 1032. Buckets, tubs, etc., used in han-

dling bulk cargo shall not be hand loaded above the rim.

Rule 1033. 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 1034. Grabs and tongs shall not be used to hoist timbers, logs, or piling to or from ship.

Rule 1035. Where two gangs are working in the same hatch on different levels, a net shall be provided to prevent men and cargo from falling on men below. Also, a safe means shall be provided to prevent motorized vehicles from falling on men below.

Rule 1036. The handling of explosives shall be in accordance with United States Coast Guard Regulations.

Rule 1037. No gang shall lower or land logs in the hold which would endanger men engaged in a bulging operation.

Rule 1038. When slings are to be shifted on logs, a safe means shall be employed.

Rule 1039. Working 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.

SECTION XI

DOCK SAFETY RULES

Rule 1101. When dangerous or broken floors or piers and bulkheads cannot be temporarily repaired in an adequate manner, they shall be properly barricaded until repairs are made.

Rule 1102. Dock doors having counterbalances shall have the counterbalances so enclosed that it is impossible for a man to walk under them.

Rule 1103. Docks, piers, wharves or terminals shall be maintained in a safe condition. All surfacings and pavings shall be maintained in good repair.

Rule 1104. The immediate work area of all docks, 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 1105. Grease, oils, etc. spilled where operations are being carried on shall be immediately covered by sand or other suitable material.

Rule 1106. 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 1107. In order to provide safe access for handling lines while mooring and unmooring ships, lumber and other cargo shall not be piled within approximately four feet (4') of the edge of any wharf or pier where linesmen are required to work.

Rule 1108. 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 1109. Whenever car plates of any type are used they shall be fastened to prevent slipping of plates.

Rule 1110. Car plates, when used, shall be placed in such a manner as to prevent rocking or teetering.

Rule 1111. All car plates shall bear approximately six inches (6") back from the edge of the platform.

Rule 1112. Whenever car plates of any type are used they shall be of sufficient width to approximately fill the car door opening.

Rule 1113. 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, piers or terminals.

Rule 1114. One or more lights shall be kept burning after dark on the apron near the gangplank or other means of access to the ship.

Rule 1115. 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 1116. Gangplanks, accommodation ladders and gangways shall be placed or shifted in a safe manner using mechanical equipment when necessary for this purpose.

Rule 1117. 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 1118. Material shall be so piled that it will not collapse when part of pile or adjoining piles are removed.

Rule 1119. There shall be no spray painting or sandblasting in the immediate vicinity of longshore operations.

Rule 1120. 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 1121. Stowed or piled cargo on piers, or in terminal sheds, which is likely to shift or roll, shall be secured or blocked.

Rule 1122. Buckets, tubs, etc., used in handling bulk cargo shall not be hand loaded above the rim.

Rule 1123. 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.

Rule 1124. Two binders shall be in place on all log-loaded trucks and rail cars while moving to or under ship's gear. A safe means shall be used to unload such trucks and rail cars.

SECTION XII

HAULAGE EQUIPMENT

Rule 1201. 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 1202. Exhaust pipes, connections, and mufflers on internal combustion engine-driven vehicles shall be kept tight.

Rule 1203. Internal combustion engines shall be maintained and so adjusted as to minimize excessive smoke.

Rule 1204. Exhaust pipes on gasoline powered lift trucks shall be so constructed as to discharge into the air not less than one foot (1') above the head of the vehicle operator when in operating position.

Rule 1205. All lift trucks converted to LPG use or introduced as LPG equipment shall exhaust through the radiator fan or be in conformance with Rule 1204.

Rule 1206. Lift trucks introduced as new equipment after July 1, 1966 shall not be subject to the provisions of Rule 1204 if originally engineered and designed to diffuse the exhaust gases through the radiator fan.

Rule 1207. Internal combustion engine driven vehicles shall be used only where ventilation exists or is provided which will keep the carbon monox-

ide content of the air at or below the permissible level of 100 parts per million.

Rule 1208. 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 1209. Power-driven vehicles shall be operated at a safe speed compatible with conditions and with city and state laws.

Rule 1210. Only persons authorized by the employer shall be permitted to operate motor vehicles or to crank motors on mechanical equipment.

Rule 1211. Gasoline tanks shall not be filled while engine is running.

Rule 1212. 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 1213. When gasoline or LPG tanks are uncovered or exchanged during fueling, smoking shall be prohibited in the vicinity.

Rule 1214. Gasoline and LPG tanks shall not be opened, filled, exchanged or left open except in specially designated areas.

Rule 1215. Charging-board switches shall be pulled before connecting or disconnecting batteries of electric trucks.

Rule 1216. Cargo shall be hoisted to ship's

deck with a lift truck only when the load can be set on the vessel safely.

Rule 1217. 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 1218. 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 1219. 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 1220. When towing cargo on pipe trucks or similar equipment, a safe means shall be taken to protect the driver from sliding loads.

Rule 1221. Heavy duty highway trailers shall be moved in such a manner that, at all times, the moving trailer is under control.

Rule 1222. Men shall not be hoisted by standing directly on forks of vehicles. A platform or structure for hoisting persons may be used.

Rule 1223. Every crawler type, rider operated, bulk cargo-moving vehicle shall be equipped with an operator's guard of such design and construction as to protect the operator, when seated, against injury from contact with a projecting overhead.

Rule 1224. Guards shall not be required when

the vehicle is used in situations in which the possibility of the seated operator coming in contact with projecting overheads does not exist.

Rule 1225. Guards and their attachment points shall be so designed as to be able to withstand, without excessive deflection, a load applied horizontally at the operator's shoulder level equal to the drawbar pull of the machine.

SECTION XIII

MACHINES AND POWER TRANSMISSION EQUIPMENT

Rule 1301. 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 1302. All projecting set screws on moving parts shall be replaced by countersunk or headless set screws unless moving part is so guarded that contact is impossible. No part of the set screws shall project above the surface.

Rule 1303. Shaft keys, unless enclosed by the housing of the machine, shall be flush or protected with cylindrical safety sleeves.

Rule 1304. Removal of existing protective appliances during operations is prohibited.

Rule 1305. Winches, conveyors, belts and all driving gears may be lubricated while in motion only when this can be done without danger.

Rule 1306. Lubricating and oiling while a machine is in motion may be done only by persons authorized to do so.

Rule 1307. Cleaning of machine parts shall be done only when the machine is stopped.

Rule 1308. Stowing winches when used in conjunction with stevedoring operations shall at all times be properly secured to prevent shifting.

Rule 1309. When gasoline-powered stowing

winches are used in a lower deck or other confined space, the exhaust shall be led topside to open air and away from hatch opening.

SECTION XIV CRANE SAFETY RULES

Rule 1401. The term "crane" as used in this section refers to shore-based longshore cranes within the meaning and intent of the Pacific Coast Longshore Agreement and supplements thereto.

Rule 1402. Each crane shall have a chart indicating permissible load at all operating radii, and shall also have a radius indicator which will indicate the boom angle at all times. Where cranes are not equipped with this chart, a period of six months from the effective date of this Code will be allowed for compliance.

Rule 1403. When the weight of a load to be hoisted is not known, and it is evident there is a possibility of overloading the crane, and no safety device is employed to prevent overloading of the crane, then safe methods shall be employed to safely handle the load.

Rule 1404. Where testing and inspection of cranes becomes a statutory requirement, employers shall not require crane operators to operate the equipment unless such testing and inspection procedures have been complied with.

Rule 1405. Limit switches, when provided on the equipment, shall be maintained in safe operating condition.

Rule 1406. During crane operations, sufficient lights to safely illuminate the work area shall be provided. All crane ladders, cabs and machinery houses shall have adequate illumination.

Rule 1407. Extra care shall be taken while

hoisting or lowering loads near the permissible maximum weight.

Rule 1408. Deadheading by shackling the crane fall or crane fall pendant to a fixed object other than the crane itself for the purpose of moving a load with the bight of the line shall be prohibited unless the crane is specifically designed for that work.

Rule 1409. No excessive side strain shall be placed on a swinging boom.

Rule 1410. No crane shall be operated when the tip of the boom comes within an unsafe working distance of live, elevated high voltage electrical wire.

Rule 1411. All traveling cranes shall be equipped with safety devices at or near ground level to stop crane travel in an emergency. Such devices shall be clearly identified.

Rule 1412. Glass used in operators' cabs shall be kept clean for good operator visibility, and shall be replaced when cracked or broken. Crane operators' cabs and seats shall be maintained in good order.

Rule 1413. All cranes traveling on rails shall be equipped with an automatic bell or other audible warning device to operate when crane is traveling.

Rule 1414. No crane shall be operated when visibility cannot be maintained to assure a safe operation.

Rule 1415. All safety dogs and pawls shall be in good working order. Use of unsafe temporary controls is prohibited.

Rule 1416. All controls, levers, switches, panel

boards, and other equipment shall be plainly marked or identified.

Rule 1417. A visual check of the crane shall be made at intervals during workshifts as a precautionary measure. Such visual check shall not cause interruption of work.

Rule 1418. Two-way radios and/or telephones, when required by the employer, shall be used when provided.

Rule 1419. Obstructions shall not be placed in the immediate active travel area of the crane or within two feet (2') of moving or traveling parts which would create an area where a workman could be pinned, except this shall not apply to crane legs which travel within two feet (2') of the face of the dock, or where less than two feet (2') clearance between crane legs and the gangplanks exists. When such condition exists, it shall be called to the attention of the workmen and the workmen shall use extreme caution whenever they are in these areas.

Rule 1420. Crane operators shall have definite instruction as to who shall give them signals when signals are necessary. Crane operators shall take signals only from such persons. In case of emergency, any person may give a signal to stop.

Rule 1421. When a person is required to give hand signals he shall position himself so that the crane operator can clearly see the signals.

Rule 1422. Only standard, recognizable signals for longshore crane operations shall be used.

Rule 1423. When mobile cranes are equipped with outriggers, and such outriggers are required in the operation they shall be used.

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