

BRITISH GUIANA

REGULATIONS

MADE UNDER

THE FACTORIES ORDINANCE, 1947,

(No. 30 of 1947).

UNDER SECTION 30 OF THE FACTORIES ORDINANCE, 1947,
THE FOLLOWING REGULATIONS HAVE BEEN MADE
BY THE GOVERNOR IN COUNCIL:—

Short title. 1. These Regulations may be cited as the Docks (Safety) Regulations, 1953.

Interpre- 2. In these Regulations unless the context otherwise re-
quires—

“Commissioner” means the Commissioner of Labour, the Deputy Commissioner of Labour, any Inspector or Assistant Inspector of Labour appointed under the Labour Ordinance, 1942,* and any Inspector appointed under the Factories Ordinance, 1947;†

“hatch” means an opening in a deck used for the purpose of the processes, or for trimming, or for ventilation;

“hatchway” means the whole space within the square of the hatches, from the top deck to the bottom of the hold;

“lifting machinery” means cranes, winches, hoists, derrick booms, derrick and mast bands, goose necks, eyebolts, and all other permanent attachments to the derricks, masts and decks, used in hoisting or lowering in connection with the processes;

“person employed” means a person employed in the processes;

“Processes” means the processes of loading, unloading, moving and handling goods in, on, or at any dock, wharf, quay, or stelling, and the processes of loading, unloading and coaling any ship, excluding ships of war, in any dock or harbour;

“pulley block” means pulley, block, gin and similar gear other than a crane block specially constructed for use with a crane to which it is permanently attached;

“schedule” means the schedule to these Regulations.

Duties. 3. (1) It shall be the duty of the person having the general management and control of a dock, wharf, quay or stelling, to comply with Part I of these Regulations:

Provided that if any other person has the exclusive right to occupation of any part of the dock, wharf, quay or stelling, and has the general management and control of such part, the duty in respect of that part shall devolve upon that other person.

* No. 2 of 1942.

† No. 30 of 1947.

(2) It shall be the duty of the owner, master or officer in charge of a ship to comply with Part II of these Regulations.

(3) It shall be the duty of the owner of machinery or plant used in the processes, and in the case of machinery or plant carried on board a ship it shall also be the duty of the master of such ship, to comply with Part III of these Regulations.

(4) It shall be the duty of every person who, by himself, his agents or workmen, carries on the processes, and of all agents, workmen, and persons employed by him in the processes, to comply with Part IV of these Regulations.

(5) Where the processes are carried on by a stevedore or other person other than the owner of the ship, it shall be the duty of the owner, master or officer in charge of the ship to comply with regulation 35, so far as it concerns —

(a) any hatch not taken over by the said stevedore or other person for the purpose of the processes, and

(b) any hatch which, after having been taken over by the said stevedore or other person for the purpose of the processes,

(i) has been reported to the owner, master or officer in charge of the ship, by or on behalf of the said stevedore or other person, as being a hatch at which the processes have been completed or completed for the time being, and

(ii) either has been left by the said stevedore or other person fenced or covered as required by regulation 35 or has been taken into use by or on behalf of the owner of the ship, and in either case has been so reported as aforesaid.

(6) It shall be the duty of all persons, whether owners, occupiers, or persons employed, to comply with Part V of these Regulations.

(7) Part VI of these Regulations shall be complied with by persons on whom the duty is placed in that Part.

PART I

4. (1) Every regular approach over a dock, wharf, quay, or stelling, which persons employed have to use for going to or from a working place at which the processes are carried on and every such working place shall be maintained with due regard to the safety of the persons employed.

Safety of persons employed on docks, etc.

(2) In particular, the following parts shall, as far as is practicable having regard to the traffic and working, be securely fenced so that the height of the fence shall be in no place less than two feet six inches, and the fencing shall be maintained in good condition ready for use —

(a) all breaks, dangerous corners, and other dangerous parts or edges of a dock, wharf, quay, or stelling:

Provided that it should not be necessary to fence the water frontage of any dock, wharf, quay, or stelling;

(b) both sides of such footways over bridges, caissons, and dock gates as are in general use by persons em-

ployed, and each side of the entrance at each end of such footway for a sufficient distance not exceeding five yards.

Rescue from drowning of persons employed.

5. Provision for the rescue from drowning of persons employed shall be made and maintained, and shall include a supply of lifesaving appliances, kept in readiness on the wharf, quay or stelling, which shall be reasonably adequate having regard to all the circumstances.

Lighting of approaches.

6. All places in which persons are employed and any dangerous parts of the regular road or way over a dock, wharf, quay or stelling, forming the approach to any such place from the nearest highway, shall be efficiently lighted.

Provision of first-aid boxes.

7. (1) First-aid boxes or cupboards to the number required in sub-regulation (1) of regulation 2 of the Factories (First Aid) Regulations, 1951*, and containing the appliances and requisites specified in the Schedule to the said Regulations shall be provided at every working place, and if more than one is provided, at reasonable distances from each other.

(2) A first-aid box or cupboard shall be marked plainly "FIRST-AID".

(3) Nothing except appliances or requisites for first-aid shall be kept in a first-aid box or cupboard.

(4) A first-aid box or cupboard shall be kept stocked and in good order and shall be placed under the charge of a responsible person who shall always be readily available during working hours. Such persons shall, except at docks, wharves, quays or stellings at which the total number of persons employed at any time does not exceed thirty, be a person trained in first-aid.

(5) Notices shall be exhibited in prominent positions at every dock, wharf, quay or stelling stating the position of each first-aid box and the place where the person in charge thereof can be found.

• PART II

Means of access between ship and shore.

8. If a ship is lying at a wharf, quay or stelling for the purpose of loading or unloading or coaling, there shall be safe means of access for the use of persons employed at such times as they have to pass from the ship to the shore or from the shore to the ship as follows —

(a) where reasonably practicable the ship's accommodation ladder or a gangway or a similar construction not less than twenty-two inches wide, properly secured, and fenced throughout on each side to a clear height of two feet nine inches by means of upper and lower rails, taut ropes or chains or by other equally safe means, except that in the case of the ship's accommodation ladder such fencing shall be necessary on one side only provided that the other side is properly protected by the ship's side; or

(b) in other cases, a ladder of sound material and adequate length which shall be properly secured to prevent slipping;

* No. 2 of 1951.

Provided that nothing in this regulation shall be held to apply to cargo stages or cargo gangways if other proper means of access are provided in conformity with these Regulations:

Provided also that as regards any sailing vessel not exceeding 250 tons net registered tonnage and any steam vessel not exceeding 150 tons gross registered tonnage this regulation shall not apply if and while the conditions are such that it is possible without undue risk to pass to and from the ship without the aid of any special appliances.

9. (1) If a ship is alongside any other ship, vessel, or boat, and persons employed have to pass from one to the other, safe means of access shall be provided for their use, unless the conditions are such that it is possible to pass from one to the other without undue risk without the aid of any special appliance. Means of access between ships alongside each other.

(2) If one of such ships, vessels, or boats is a sailing barge, flat, keel, lighter, punt or other similar vessel of relatively low freeboard, the means of access shall be provided by the ship which has the higher freeboard.

10. (1) If the depth from the level of any deck to the bottom of the hold or to the hatch covers of the deck next below it exceeds 5 feet, there shall be maintained safe means of access from the deck to the hold in which work is being carried on. Means of access to hold of ship.

(2) Save as hereinafter provided, such access shall be afforded by ladder, and by ladder cleats or cups on the coamings, and shall not be deemed to be safe —

- (a) unless the ladders between the lower decks are in the same line as the ladder from the top deck, if the same is practicable having regard to the position of the lower hatch or hatches;
- (b) unless the ladders provide a foothold of a depth including any space behind the ladder of not less than 4½ inches for a width of 10 inches and a firm handhold;
- (c) unless the cleats or cups provided on coamings —
 - (i) provide a foothold of a depth including any space behind the cleats or cups of not less than 4½ inches for a width of 10 inches and a firm handhold;
 - (ii) are so constructed or can be so adapted as to prevent a man's foot slipping off the side;
 - (iii) are placed vertically one above the other and in the same line as the ladders to which they give access;
- (d) unless the cargo is stowed sufficiently far from the ladder to leave at each rung of the ladder foothold of a depth including any space behind the ladder of not less than 4½ inches for a width of 10 inches and a firm handhold;
- (e) unless there is room to pass between a winch or other obstruction and the coamings at the place where the ladder leaves the deck;

- (f) if the ladder is recessed under the deck more than is reasonably necessary to keep the ladder clear of the hatchway:

Provided that such access may be afforded —

- (i) where the provision of a ladder on a bulkhead or in a trunk hatchway can be shown to be reasonably impracticable, by cleats or cups complying with the requirements of paragraph (c) of this sub-regulation;
 - (ii) by ladders or steps, separate from any hatchway or sloping from deck to deck, if such ladders or steps comply with the requirements of paragraphs (b), (d) and (e) of this sub-regulation.
- (3) Shaft tunnels shall be equipped with adequate handhold and foothold on each side.

Lighting on board ship when processes are being carried on.

11. When the processes are being carried on —
- (a) the places in the hold and on the decks where work is being carried on,
 - (b) the means of access provided in pursuance of regulations 8 and 9 of these Regulations, and
 - (c) all parts of the ship to which persons employed may be required to proceed in the course of their employment,

shall be efficiently lighted, due regard being had to the safety of the ship and cargo, of all persons employed and of the navigation of other vessels, and to the duly approved By-laws or Regulations of any authority having power by statute to make By-laws or Regulations.

Lifting gear for hatch coverings.

12. All fore and aft beams and thwartship beams used for hatch covering, shall have suitable gear for lifting them on and off without it being necessary for any person to go upon them to adjust such gear.

Hatch coverings to be marked.

13. (1) All hatch coverings shall be kept plainly marked to indicate the deck and hatch to which they belong and their position therein:

Provided that this regulation shall not apply in cases where all the hatch coverings of a ship are interchangeable or, in respect of marking of position, where all hatch coverings of a hatch are interchangeable.

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

Maintenance of beams and hatch coverings.

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

Hand grips to be provided on hatch coverings.

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

16. Where the working space around a hatch is less than two feet wide, such provision shall be made as will enable persons employed to remove and replace in safety all fore and aft beams and thwartship beams used for hatch coverings and all hatch coverings.

Removal and replacement of beams and hatch coverings.

PART III

17. (1) All lifting machinery shall be of good mechanical construction, sound material, adequate strength and substance and free from patent defect, and shall have been examined by a competent person to the satisfaction of the Commissioner before being taken into use, and a certificate obtained as prescribed in regulation 21 (1) of these Regulations.

Lifting machinery to be tested

Form D 1.

(2) All lifting machinery shall be thoroughly examined by a competent person once at least every twelve months, and a certificate obtained as prescribed in sub-regulation (1) of regulation 21 of these Regulations.

Form D 2.

(3) For the purpose of this regulation thorough examination means a visual examination, supplemented if necessary by other means such as a hammer test, carried out as carefully as the conditions permit, in order to arrive at a reliable conclusion as to the safety of the parts examined; and if necessary for the purpose, parts of the machines and gear must be dismantled.

18. (1) No chain, ring, hook, shackle, swivel or pulley block shall be used in hoisting or lowering unless it has been examined by a competent person and a certificate obtained as prescribed in sub-regulation (1) of regulation 21 of these Regulations.

Gear used in hoisting or lowering to be tested.

(2) All chains, rings, hooks, shackles or swivels used in hoisting or lowering which have been lengthened, altered or repaired by welding shall before being again taken into use be re-examined by a competent person, and a certificate obtained as prescribed in sub-regulation (1) of regulation 21 of these Regulations.

Form D 3.

Form D 4.

19. (1) No rope shall be used for hoisting or lowering unless it is of suitable quality and free from patent defect.

Ropes to be of suitable quality and wire ropes to be tested.

(2) Every wire rope in general use for hoisting or lowering shall be inspected by a competent person once at least in every three months, and a certificate obtained as prescribed in sub-regulation (1) of regulation 21 of these Regulations:

Provided that after any wire has broken in such rope it shall be so inspected at least once in every month and a certificate obtained as prescribed in sub-regulation (1) of regulation 21 of these Regulations.

Form D 5.

(3) No wire rope shall be used in hoisting or lowering if in any length of eight diameters the total number of visible, broken wires exceeds ten per centum of the total number of wires, or the rope shows signs of excessive wear, corrosion or other defect which in the opinion of the person who inspects it, renders it unfit for use.

(4) A thimble or loop splice made in any wire rope shall have at least three tucks with a whole strand of the rope and two tucks with one half of the wires cut out of each strand. The

strands in all cases shall be tucked against the lay of the rope:

Provided that this regulation shall not operate to prevent the use of another form of splice which can be shown to be as efficient as that laid down in this regulation.

Appoint-
ment of
"competent
person."

20. The Governor may, by notice published in the *Gazette*, appoint a sufficient number of persons to be competent persons for the purposes of sub-regulation (1) of regulation 17 of these Regulations, and may by like notice revoke any such appointment.

Certificates
forms and
register.
Schedule
Form D 1.
Form D 2.
Form D 3.
Form D 4.
Form D 5.

21. (1) Certificates in the prescribed forms in the Schedule and containing the prescribed particulars with regard to the examinations, inspections, or other treatment required under regulations 17, 18 and 19 shall be obtained, and attached to the general register before the machinery, chain, rope or other gear to which the certificate refers is subsequently taken into use in connection with the processes.

(2) (a) In the case of ships registered in the United Kingdom the certificates of examinations and inspections prescribed by regulations 17, 18 and 19 of these Regulations shall not be required if evidence is furnished to the effect that the provisions of the Docks Regulations, 1934%, have been complied with.

(b) In the case of ships registered elsewhere than in the United Kingdom, the Commissioner of Labour, may, by certificate in writing, exempt such ships from the examination and inspection prescribed by regulations 17, 18 and 19 of these Regulations on production of evidence that such ships have complied with the regulations of the country of registry as to examination, and inspection, and that the standards of such examination and inspection are not lower than those prescribed by the Docks Regulations, 1934%.

Safe work-
ing load to
be stamped
on pulley
blocks.

22. (1) No pulley block shall be used in hoisting or lowering unless the safe working load is clearly stamped upon it.

(2) This section shall not apply to any pulley block imported into, or constructed in, the colony before the publication of these Regulations.

Safe work-
ing load of
chains and
slings to
be ascer-
tainable.

23. (1) Means shall be provided to enable any person using a chain or wire rope sling to ascertain the safe working load for such chain or sling under such conditions as it may be used.

(2) As regards chain slings, such means shall consist of marking the safe working load in plain figures or letters upon the sling or upon a tablet or ring of durable material attached securely thereto.

(3) As regards wire rope slings, such means shall consist of either the means specified in sub-regulation (2) above or a notice, or notices, so exhibited as to be easily read by any person concerned, stating the safe working loads for the various sizes of wire rope slings used.

Care of
chains.

24. (1) Chains shall not be shortened by tying knots in them.

(2) Suitable packing shall be provided to prevent the links of chains from coming into contact with any sharp edges of loads of hard material.

25. All motors, cog-wheels, chain and friction gearing, shafting, live electric conductors and steam pipes shall (unless it can be shown that by their position and construction they are equally safe to every person employed as they would be if securely fenced) be securely fenced so far as is practicable without impeding the safe working of the ship.

Fencing of motors, friction gear, etc.

26. The driver's platform on every crane or tip driven by mechanical power shall be securely fenced and shall be provided with safe means of access. In particular, where access is by a ladder —

Fencing of driver's platform on crane driven by mechanical power.

- (a) the sides of the ladder shall extend to a reasonable distance beyond the platform or some other suitable handhold shall be provided;
- (b) the landing place on the platform shall be maintained free from obstruction; and
- (c) in cases where the ladder is vertical and exceeds thirty feet in height, a resting place shall be provided approximately midway between the platform and the foot of the ladder.

27. Every crane and derrick shall have the safe working load plainly marked upon it, and every shore crane if so constructed that the safe working load may be varied by the raising or lowering of the jib or otherwise, shall have attached to it a table showing the safe working loads at the corresponding inclinations or radii of the jib.

Safe working load of cranes and derricks to be easily ascertainable.

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

Prevention of obscuration by steam where persons employed.

29. Appropriate measures shall be taken to prevent the foot of a derrick being accidentally lifted out of its socket or support.

Prevention of accidental lifting of derrick foot.

PART IV

30. Precautions shall be taken to facilitate the escape of the workers when employed in a hold or on 'tween decks in dealing with coal or other bulk cargo.

Escape of workers employed in hold or 'tween decks.

31. (1) No lifting machinery, chains or other lifting appliance shall be loaded beyond the safe working load, except that a crane may be loaded beyond the safe working load in exceptional cases to such extent and subject to such conditions as may be approved by the engineer in charge or a competent person, if on each occasion —

Excess of safe working load in exceptional cases.

- (a) the written permission of the owner or his responsible agent has been obtained; and
- (b) a record of the overload is kept in the form prescribed in Form D 6 of the Schedule, and attached to or entered in the general register.

Form D 6.

(2) Where the load upon a single sheave pulley block is attached to the pulley block instead of to the chain or rope passing round the sheave, the load on the pulley block shall be deemed for the purpose of this regulation to be half the actual load.

(3) No load shall be left suspended from a crane, winch, or other machine unless there is a competent person actually in charge of the machine while the load is so left.

Young and unqualified persons not to be employed as crane drivers.

Form D 7.

32. (1) No person shall be employed as a driver of a crane or winch, whether driven by mechanical power or otherwise, or to attend to cargo falls on winch ends or winch bodies, who is under the age of 18 years and who has not been certified by a competent person to be qualified to perform such work, and such certificate attached to or entered in the general register.

(2) No person shall be employed to give signals to a driver of a crane or winch, who is under the age of 18 years and who has not received sufficient training and has not been fully instructed as to the dangers arising in connection with the use of the machine in operation.

Means of access on loaded wharf.

33. Where goods are placed on a wharf, quay or stelling —

- (a) a clear passage leading to the means of access to the ship required by regulation 8 shall be maintained on the wharf, quay or stelling; and
- (b) if any space is left along the edge of the wharf, quay or stelling, it shall be at least three feet wide and clear of all obstructions other than fixed structures, plant and appliances in use.

Deck-stages and cargo stages to be properly constructed.

34. (1) No deck-stage or cargo-stage shall be used in the processes unless it is substantially and firmly constructed and adequately supported, and, where necessary, securely fastened.

(2) No truck shall be used for carrying cargo between ship and shore on a stage so steep as to be unsafe.

(3) Any stage which is slippery shall be made safe by the use of sand or otherwise.

Hatches to be fenced or securely covered in certain cases.

35. (1) If any hatch of a hold accessible to any person/employed and exceeding five feet in depth, measured from the level of the deck in which the hatch is situated to the bottom of the hold, is not in use for the passage of goods, coal or other material, or for trimming, and the coamings are less than two feet six inches in height, such hatch shall either be fenced to a height of three feet or be securely covered:

Provided that this requirement shall not apply —

- (a) to vessels not exceeding 200 tons net registered tonnage which have only one hatchway; and
- (b) to any vessel during meal times or other short

interruptions of work during the period of employment.

(2) Hatch coverings shall not be used in the construction of deck or cargo stages, or for any other purpose which may expose them to damage.

(3) Hatch coverings shall be replaced on the hatches in the positions indicated by the markings made thereon in pursuance of regulation 13.

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

Loading and unloading at intermediate deck.

Provided that this regulation shall not apply to any process of unloading, the whole of which will be completed within a period of half an hour.

37. (1) When the working space in a hold is confined to the square of the hatch, hooks shall not be made fast in the bands or fastenings of bales of cotton, wool, cork, gunny bags or other similar goods, nor shall can hooks be used for raising or lowering a barrel when, owing to the construction or condition of the barrel or of the hooks, their use is likely to be unsafe.

Hook not to be used in loading or unloading when working space is confined to square of the hatch.

(2) Nothing in this regulation shall apply to breaking out or making up slings.

38. When work is proceeding on any skeleton deck, adequate staging shall be provided unless the space beneath the deck is filled with cargo to within a distance of two feet of such deck.

Staging on skeleton deck.

39. Where stacking, unstacking, stowing or unstowing of cargo or handling in connection therewith cannot be safely carried out unaided, reasonable measures to guard against accident shall be taken by shoring or otherwise.

Avoidance of accident by shoring, etc.

40. The beams of any hatch in use for the processes shall, if not removed, be adequately secured to prevent their displacement.

Beams of hatch in use to be secured.

41. When cargo is being loaded or unloaded by a fall at a hatchway, a signaller shall be employed, and where more than one fall is being worked at a hatchway, a separate signaller shall be employed to attend to each fall:

Signaller to be employed in certain cases where cargo is handled by a fall at a hatchway.

Provided that this regulation shall not apply in cases where a barge, lighter, punt or other similar vessel is being loaded or unloaded if the driver of the crane or winch working the fall has a clear and unrestricted view of those parts of the hold where work is being carried on.

42. When any person employed has to proceed to or from a ship by water for the purpose of carrying on the processes, proper measures shall be taken to provide for his safe transport. Vessels used for this purpose shall be in charge of a competent person, shall not be overcrowded, and shall be properly equipped for safe navigation and maintained in good condition.

Transport to and from ship by water of persons employed.

PART V

Removal of fencing, gangway, gear, etc., by unauthorised person.

43. No person shall, unless duly authorised or except in case of necessity, remove or interfere with any fencing, gangway, gear, ladder, hatch, covering, lifesaving means or appliances, lights, marks, stages or other things whatsoever required by these Regulations to be provided. If removed, such things shall be restored at the end of the period during which their removal was necessary by the persons last engaged in the work that necessitated such removal.

Conditions under which fencing may be removed.

44. The fencing required by regulation 4 shall not be removed except to the extent and for the period reasonably necessary for carrying on the work of the dock or ship, or for repairing any fencing. If removed it shall be restored forthwith at the end of that period by the persons engaged in the work that necessitated its removal.

Means of access to ship to be used.

45. Every person employed shall use the means of access provided in accordance with regulations 8, 9 and 10, and no person shall authorise or order another to use means of access other than those provided in accordance therewith.

Fore and aft beams or thwart-ship beams not to be used as a means of reaching gear for adjustment.

46. No person shall go upon the fore and aft beams or thwart-ship beams for the purpose of adjusting the gear for lifting them on and off and no person shall authorise or order another so to do.

PART VI

Machinery or gear not complying with Part III not to be used.

47. No employer of persons in the processes shall allow such persons to use machinery or gear which does not comply with Part III of these Regulations.

Employers of persons employed to comply with regulations 8, 9 and 11 in the event of such persons employed failing so to do.

48. If the persons whose duty it is to comply with regulations 8, 9 and 11 fail so to do, then it shall also be the duty of the employers of the persons employed for whose use the means of access and the lights are required, to comply with the said regulations within the shortest time reasonably practicable after such failure.

Registers to be produced on demand by Commissioner.

49. Any register kept in pursuance of these Regulations shall, on the application of the Commissioner, be produced by the person in charge thereof.

PART VII

50. The Commissioner may —

- (a) enter, with such assistants (if any) as he thinks fit, any premises or ship where the processes are carried on;
- (b) make such examination of the premises or ship and the machinery and gear, fixed or loose, used for the processes, and of any prescribed registers and notices and take on the spot or otherwise such evidence of any persons as he may deem necessary for carrying out the purposes of these Regulations; and
- (c) exercise any other powers which may be conferred upon him by these Regulations.

Powers of Commissioner.

51. No person shall wilfully obstruct the Commissioner or any person assisting the Commissioner in the exercise of any power under regulation 50, or fail to produce on demand by the Commissioner any register or other document kept in pursuance of these Regulations or any gear, fixed or loose, used for the processes, or conceal or prevent or attempt to prevent any person from appearing before, or being examined by the Commissioner.

Obstruction of Commissioner in execution of duty.

52. The Governor in Council may, by order published in the Gazette, exempt from all or any of the provisions of these Regulations, or subject to such conditions as he thinks fit —

Power to exempt.

- (a) any port or place, dock, wharf, quay, stelling or similar premises at which the processes are only occasionally carried on or the traffic is small and confined to small ships, or
- (b) any specified ship or class of ship.

53. (1) Nothing in Parts II to VI inclusive of these Regulations shall apply to the unloading of fish from a vessel employed in the catching of fish.

Saving.

(2) Nothing in regulations 8, 9 (so far as regards liability to provide means of access), 13, 15, 16, subsection (1) of regulation 35 and regulation 46 shall apply to a barge, lighter or punt.

54. Any person who contravenes any of the foregoing Regulations shall be liable to a fine not exceeding one hundred dollars.

Penalty.

55. These Regulations shall come into operation on the first day of April 1953.

Commencement.

Made in Council this 3rd day of January, 1953.

JOHN C. MALONE,
Clerk to the Executive Council.

SCHEDULE

Regs. 17 (1) and 21 (1)

THE FACTORIES ORDINANCE, 1947,
(No. 30 of 1947).

FORM D 1

Cert. No.....

CERTIFICATE OF EXAMINATION OF LIFTING MACHINERY
BEFORE BEING TAKEN INTO USE.

Situation † and description of lifting machinery (1)	Distinguishing mark or number. (2)	Date of examination (3)	Safe working load (Where required) (4)

(5) Name and address of competent person making examination.
.....

I certify that on the day of
19 I examined the abovementioned lifting machinery together with its accessory gear and that to the best of my knowledge and belief it is of good mechanical construction, sound material and substance and free from patent defects.

Date..... Signature.....

† If the machinery is on a ship, the name of the ship must be stated. Sufficient particulars must be given to identify the gear e.g. in the case of a winch or derrick, the number of the hold, etc.. should be shown.

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12 — MONTHLY EXAMINATION OF LIFTING MACHINERY.

Distinguishing mark or number (2)	I certify that on the dates against my signatures I inspected the lifting machinery described in column (1) in the manner pres- cribed in Regulation 17 (2) and found it free from patent defects other than those shown in column (3).								Remarks (to be initialled and dated) (3)
	Signature	Date	Signature	Date	Signature	Date	Signature	Date	

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FORM D 3.

Cert. No.....

**CERTIFICATE OF EXAMINATION OF CHAINS, RINGS, HOOKS,
SHACKLES, SWIVELS AND PULLEY BLOCKS BEFORE
BEING TAKEN INTO USE.**

Situation and description of lifting machinery (1)	Distinguishing mark or number. (2)	Date of examination (3)	Safe working load (Where required) (4)

Name and address of
competent person making
examination.

I certify that on the date mentioned in column (3) I examined the gear described in columns (1) and (2) and found it to be of sound material, adequate strength and substance and free from patent defect, and that the safe working load (where required) is as shown in column (4).

Date..... Signature.....

Regs. 18 (2) and 21 (1)

THE FACTORIES ORDINANCE, 1947.

(No. 30 of 1947).

FORM D 4.

Cert. No.

CERTIFICATE OF EXAMINATION OF CHAINS, RINGS,
HOOKS, SHACKLES, AND SWIVELS BEFORE BEING TAKEN
INTO USE AFTER ALTERATION AND REPAIR BY WELDING.

Situation and description of lifting machinery (1)	Distinguishing mark or number. (2)	Date of examination (3)	Remarks (4)	Safe working † load (Where required) (5)

Name and address of
competent person making
examination.

I certify that on the date mentioned in column (3) I examined the gear described in columns (1) and (2) and found that the alteration and/or repair by welding carried out since it was last used has/have in no way impaired the strength of the gear otherwise than stated in column (4), and that the safe working load, (where required) is as stated in column (5).

Date Signature

† If the safe working load has been reduced due to the alteration, a note should be made to that effect.

FORM D 6.

THE FACTORIES ORDINANCE, 1947,

(No. 30 of 1947).

RECORD OF THE LOADING OF CRANES BEYOND THE SAFE WORKING LOAD.

Description of crane	Safe working load	Circumstances which called for the overload	Amount Lifted	Date	Signature of Person authorising overload.

