

CHAPTER 7
PORT AUTHORITY OF GUAM

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§7100. Scope, Purpose and Exceptions. (1) This Code shall apply to all work performed by or between the Port Authority of Guam, hereinafter referred to as *Employer*, all port users, and all port employees.

(2) The purpose of this Code is to provide minimum requirements for the protection of life, limb and health. In cases of difficulty or unnecessary hardship, exceptions from the literal requirements of the Code may be made to permit the use of other devices or methods, but only when it is clearly evident that equivalent protection is provided.

(3) The word shall is to be understood as mandatory and the word "may" as advisory.

(4) The safety duties listed in the Code by job category shall not be construed to establish manning requirements.

(5) This Code was prepared and revised in order to prevent injuries and property damage and to reduce the number and frequency of accidents. All individuals and organizations who are party to the Code shall assume and properly discharge their responsibilities.

§7101. Responsibilities of Vessel Operators. (1) The owners and/or operators of vessels shall provide safe ship's gear and equipment and a safe working place for cargo handling operations on board ship.

(2) Documented inspection of ship's cargo gear shall be made by the ship's officers and the Employer's Safety personnel before gear is used for cargo handling operations.

(3) The ship's officers shall give all assistance possible in maintaining the gear in a safe condition while in use.

(4) All boom guys and gin blocks shall be secured by safety shackles or other type shackles, properly moused. Where required and/or necessary, preventer guys shall be rigged.

(5) 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.

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

(7) Excessive noise shall be eliminated. Chipping and scaling of decks, bulkheads or sides of vessels by ship's crew, shipyard personnel or others shall not be carried on in the immediate vicinity of hatches in which stevedores are working.

(8) There shall be no spray painting or sandblasting in the immediate vicinity of cargo handling operations.

(9) 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 the employees in the vicinity.

(10) There shall be no welding or burning in a hatch in which workers are working due to dangerous fumes that may be generated and the danger of hot metal falling on the workers working below.

(11) Ship's crews or repair crews shall not be permitted to work in rigging over the heads of workers in hold, on deck, or on the apron.

(12) 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 operator to stand when operating double, either the stays shall be unshipped or the winches be operated single.

(13) Holes in strongbacks or beams for attaching bridles shall be located within reaching distance of the coaming so that the bridle may be attached without the workers climbing on the strongback or beam.

(14) Sufficient hatchboards of proper dimensions to ensure a safe working surface for each deck being worked shall be supplied during the cargo handling operations.

(15) Adequate handgrips shall be provided on all hatchboards.

(16) Deflectors shall be furnished and used to prevent liquids from scuppers or overboard discharges reaching the pier apron or lighter.

(17) 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 materials.

(18) 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.

(19) Garbage shall be disposed of regularly. Ship's agents shall arrange with either the Port Authority or commercial garbage collectors to provide covered garbage containers, cans, barrels or bins, which shall be emptied when full, but not less than twice weekly. No garbage or trash shall be deposited on any dock, wharf, or pier, or thrown in the water.

(20) Garbage remaining on deck, pending collection, shall be kept in either covered containers or sealed plastic bags.

(21) Garbage containers shall never be placed so that passageways are blocked or so that they otherwise interfere with cargo handling operations.

(22) An adequate quantity of cargo lights in good condition and with proper size bulbs shall be provided before night work starts. All electrical wiring and plugs shall be of a type suitable for the class of vessel, for exterior use, and waterproof.

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

(24) Permanent deck and "tween-deck lighting fixtures, mast lights and outlets shall be maintained in usable condition and tested at frequent intervals.

(25) The vessel shall supply fittings of sufficient number and of adequate size to allow for the proper securing of the cargo gear for safe operation.

(26) Members of the ship's crew shall not be permitted to smoke aboard ship or on the dock except in authorized designated places. There shall be no smoking on working decks at any time.

(27) Ship's crew members shall not be permitted in the immediate vicinity of cargo handling operations except in the course of their duties, but in no event while under the influence of intoxicating liquor or drugs.

(28) When noxious gases may be present in holds or compartments, or when the ship has been fumigated, such places must be declared clear of gas by a Certified Marine Chemist before employees are permitted to enter.

(29) 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 a right angle to the ship (athwartship), the net shall extend at least five (5) feet on either side. When the means of access is rigged parallel to the ship (or nearly so), the net shall extend at least five (5) feet past the top and at least five (5) feet beyond the junction point of the means of access and the dock.

(30) 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.

(31) Grease, oils, etc., spilled where operations are being carried on shall be immediately covered by sand or other suitable materials. All spills of grease or oils that enter or threaten harbor water shall be reported to the Harbor Master's office and to the Coast Guard immediately.

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

(33) When a ship is being berthed at a pier or wharf, there shall be provided at all times a safe means to 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.

(34) Where a gangplank is utilized, it shall be at least twenty (20) inches wide and properly secured to the ship. Such gangplank shall be provided with railings on each side; the upper rails shall be at least thirty-three (33) inches high. Rails shall consist of wood, taut ropes or chains, or other equally safe devices. Cleats or other devices shall be attached to the gangway when it is so steep that users may slip, slide or fall.

(35) A ladder shall be provided in all holds where employees are engaged in operations.

(36) All ladders providing access to holds shall be kept in good 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 repairs, portable rungs, when available shall be installed or portable straight ladders, properly secured shall be provided. Where it is not practical to use a straight ladder, properly secured Jacob's ladders may be used, provided they are of the double rung or flat treat type.

(37) Hold ladders shall be kept clear and no cargo shall be stowed within six (6) feet from back of ladder rungs.

(38) 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 treat type.

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

(40) Where extensions to operating levers of winches are used, they shall be furnished by the Employer or vessel and be constructed of materials of sufficient strength, and securely attached to the regular levers.

(41) The winch fall shall be so sound on the drum so that the lever is operated in the same direction as the load, if design of the winch permits. The winch fall (runner) shall be secured to the drum with a U-bolt or other suitable device and never secured by over-riding the bitter end.

(42) When winch controls are located so as to expose the winch operator to the 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 $\frac{3}{4}$ inch. Wire cable, or equivalent, rove in reasonably snug and secured by such means as well develop at least eighty percent of the strength of the preventer.

(43) Measures shall be taken to prevent escaping steam from deck lines, inches, etc. from obscuring any part of the decks, gangways, stages, wharf, or other place, or from otherwise hindering or injuring any person engaged in the operations.

(44) In order to furnish a clear space for handling hatch covers or pontoons 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 (36) inches around the hatch coaming. Such clearance shall be designated by appropriate marking.

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

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

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

(48) 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 placed. Strongbacks shall be placed flat on deck when working cargo. When only part of a hatch is open to work cargo, the strongbacks nearest the working portion of the hatch shall be fitted with locking latches to prevent them from being inadvertently lifted out of their sockets.

(49) When preventers are being used on booms, they shall be secured to the boom independent 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.

(50) Unless the ship is equipped with separated 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 working condition.

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

(52) Broken, split, or ill fitting hatch covers shall be replaced at once.

(53) All hatch covers, pontoons, and fore and aft and 'thwartship beams, insofar as they are not interchangeable, shall be clearly marked to indicate the deck and hatch in which they belong, and their position therein.

(54) 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.

(55) 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.

(56) Prior to working any cargo, Safety personnel of the day shall inspect all cargo gear, booms, fittings, etc., and the Cargo Gear Register.

(57) Except in the case where bunkering is performed from the dock pipeline to the vessel manifold, all cargo handling operations shall cease while bunkering is taking place.

(58) No helicopter runup or flight operations will be conducted from any commercial or civilian vessel without the express permission of the Harbor Master's office.

(59) No dock trials tests or main engine runups that involve turning the ships propeller will be conducted aboard any vessel without adequate mooring lines, and without the express permission of the Harbor Master's office.

§7102. Responsibilities of Employer and Port Users.

(1) The Employer shall provide, so far as the same shall be under its control, a safe working place for all operations.

(2) The Employer shall provide for the proper and safe condition of all cargo handling gear supplied.

(3) The Employer shall require the use of safe procedures and practices.

(4) The Employer shall see that all places where persons are employed as well as regular passageways to wharf, pier, terminal or vessel shall be safely and sufficiently lighted.

(5) Adequate communications devices shall at all times be made available within a reasonable distance from the place at which operations are being carried on.

(6) 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.

(7) Conveniently accessible toilets and wash basin, 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.

(8) The Employer and all Port Users shall do everything possible to prevent fires. Smoking shall be permitted on board ship or on the piers only in designated areas.

(9) Representatives of Port Users engaged in monitoring an operation shall not be present on the job while under the influence of intoxicating liquor, or drugs of a stimulating or depressing nature.

(10) All Port Users and their representatives shall abide by all applicable safety rules governing the parties to this Code.

(11) An approved first aid kit shall be made available by the Employer when and where operations are being carried on.

(12) 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.

(13) 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 being carried on.

(14) Provisions for the rescue of persons from drowning shall be made and maintained during the course of cargo handling operations, and shall include lift-rings with an adequate life line attached, at readily accessible points on each pier apron or bulkhead. One or more portable ladders or permanent ladders giving access to the surface of the water shall be provided.

(15) The Employer shall provide goggles and respirators, when they are required.

(16) The Employer 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 gases is being carried out on wharves, piers, or bulkheads. Where possible, the use of special fumigation chambers is recommended.

(17) When cargo of a highly flammable nature such as cotton, sisal, jute, etc., is being worked, the Employer shall take necessary steps to ensure that any fire can be immediately controlled.

(18) All aprons, floors, and other places where persons are engaged in the operations, shall be kept free of litter, and reasonably clean. Passageways shall be kept open.

(19) Grease, oils, etc., spilled where operations are being carried on shall be immediately covered by sand or other suitable materials. All spills of grease or oils that enter or threaten harbor water shall be reported to the Harbor Master's office and to the Coast Guard immediately. (20) When working barge, scow, raft or long boom alongside ship, a properly secured double rung or flat rung Jacob's ladder, and lift ring, shall be provided for each unit of operation.

(21) Wire bridles shall have a covering of marline, rubber hose, or other suitable protection for the workers hands over lower splices.

(22) To ensure that all gear is in a safe condition, the Employer shall not permit work to commence prior to an inspection of all working gear, booms, guys, blocks, etc., by the Safety office personnel.

(23) The Employer shall ensure that all pertinent United States Coast Guard and other Federal and

Government of Guam regulations pertaining to safety shall be enforced.

§7103. Responsibilities of Supervisors. The safety duties of supervisor including but not limited to:

(1) They shall see that all working conditions are safe and that gear is in apparent safe working condition during the operation.

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

(3) They shall see that operations are carried on in a safe manner.

(4) Where there is an immediate danger to the health or safety of personnel, they shall stop the work, if necessary to avoid accidents.

(5) They shall act promptly in obtaining correction of any defect in the gear or machinery, or unsafe working condition.

(6) They shall instruct the workers under them in the proper and safe methods of handling cargo, gear and equipment.

(7) They shall make every effort to determine hazardous cargo in advance, and to have correct personal protection at hand for known hazards.

(8) They shall supervise the raising and lowering of booms.

(9) They shall see that the removal or the replacement of hatch covers, pontoons, strongbacks or beams is supervised by the supervisor or Winch Operator in charge of hatch.

(10) The supervisor in charge of operations shall arrange immediately and proper first aid for the injured by contacting the Safety on duty.

(11) The supervisor in general charge of the operations shall investigate and render a full report of any accidents to the Employer.

(12) Supervisors shall not smoke aboard ship or on the dock except in authorized and designated areas, and shall not permit other employees to smoke except in such designated areas.

(13) Supervisors shall not be present on the job while under the influence of intoxicating liquor, or drugs of a stimulating or depressive nature, and shall not permit such conditions to exist.

(14) Supervisors shall set an example for the workers and shall observe all applicable rules of the Code which governs their employees.

(15) Supervisors shall ensure that movements of stevedores onto and off vessels and around the decks of vessels shall be in an orderly manner. Stevedores shall only use safety pallets when moving up onto container loads and shall never be permitted to ride spreaders or beams.

§7104. Responsibilities of Stevedore Leaders. The stevedore leader shall carry out the following safety duties:

(1) They shall be in direct charge of their gang or group and shall see that all work is done in a safe manner.

(2) They shall report promptly to their supervisor, or to the Safety personnel on duty, any defect in the gear or machinery or any unsafe working conditions.

(3) They shall instruct the workers under them in the proper and safe methods of handling cargo, gear and equipment.

(4) In the event the stevedore leader finds it impossible to get in touch immediately with the supervisor or the Safety personnel on duty, or other Employer representatives on the job, the supervisor shall stop the work upon the discovery of any unsafe conditions until the supervisor or other employee representative on the job shall have had the opportunity to review the situation.

(5) They shall set an example and shall abide by all applicable safety rules in this Code which govern Port employees.

(6) They shall maintain good housekeeping, by keeping work areas as neat and clean as the circumstances will permit.

(7) They shall give clear and understandable instructions on safety in operations and shall ascertain that these are carried out.

(8) They shall not smoke aboard ship or on the dock except in authorized areas, or permit persons under their control to do so.

(9) They shall not be present on the job while under the influence of intoxicating beverages, or drugs of a stimulating or depressive nature.

(10) They shall personally check workers trimming bulk cargo into and out of the hold. They shall ensure that all persons under their control are out of a hatch or hold prior to it being closed.

(11) They shall keep close watch over their workers while working on and around containers, to ensure that they are observing all safety rules.

§7105. Duties of Employees and General Safety Rules. (1) The safety rules of all parties to the agreement (Employers, Port Users and employees), in addition to those printed elsewhere in this Code, shall be to use and follow all federal and local rules and laws.

(2) An injury of any kind, irrespective of its severity, shall be reported immediately to the supervisor, the Safety personnel on duty, or person in charge of an operation, 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.

(3) No person subject to this Code shall engage in horseplay on the job.

(4) Employer, Port Users and employee shall do everything possible to prevent fires. Smoking shall be permitted on board ship or on piers in designated areas only.

(5) 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.

(6) No person shall ride the cargo hook except when authorized by a supervisor during an emergency, or when the gear is especially designed for this purpose.

(7) Employees shall never ride strongbacks, pontoons or beams, nor shall they unnecessarily walk on or climb those in place.

(8) Stevedores shall not be hoisted aloft; booms shall be lowered for changing gear or making necessary repairs.

(9) 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, but shall be lowered on a line.

(10) All employees shall wear and properly use all personal 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 and federal regulations, depending upon jurisdiction.

(11) 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 during which its removal was necessary.

(12) When, in line of duty, an employee specifically authorized to ride a truck, tractor, or trailer, shall sit or stand so that they have a secure hand hold; so that no part of their body extends beyond the sides of the vehicle; and so that they 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.

(13) Riding on tongues or handles of trailers, or fork of lift trucks is prohibited.

(14) Jumping on or off moving vehicles is prohibited.

(15) When moving tarps, employees shall, when possible, walk forward, drawing the tarp behind them.

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

(17) When using the gypsy head to top or lower the boom, stevedores 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.

(18) Employees shall not climb hatch ladders when ship's cargo is in motion at that end of the hatch. Both hands shall be used on the ladder. Articles which are too

large to go into pockets or belts, or are in danger of falling out of such pockets, shall be raised or lowered in a safe manner.

(19) 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, nor shall they stand immediately under the descending load, and shall always face the load.

(20) Stevedores 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.

(21) When rigging hatch tents, employees shall not secure lashings to loose objects, stantions or vent pipes.

(22) Employees shall keep the work area orderly and shall not keep unnecessary material under foot at any time. Garbage, trash, etc., shall be disposed of in proper garbage cans.

(23) Employees shall step down from elevations; jumping is prohibited.

(24) If tools, materials, appliances, or any gear is 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, and to the Safety personnel on duty. Any such unsafe or doubtful gear shall be marked, and so placed that it cannot be used by stevedores until properly repaired.

(25) Employees shall not ride on haulage equipment except when authorized in the line of duty.

(26) Employees shall refrain from any activities which will distract them from their duties.

(27) The use of portable radios, or other portable electronic entertainment devices, is strictly prohibited on the job. Playing cards is forbidden while on duty. Gambling in any fashion at all is strictly forbidden on Government of Guam property at any time, off duty or on duty.

(28) Entering dark holds, decks, compartments, or other places without flashlights or other approved portable light, is prohibited. Flashlights shall be of non-sparking and gasproof construction.

(29) The carrying of open flame lights, such as candles, torches, cigarette lighters, and oil lamps, is prohibited in operations aboard ship.

(30) When employees are below the main deck in the hatch, they shall stand in the clear when strongbacks, pontoons and hatch covers are being taken out or put in place.

(31) Drafts shall be lowered to at least shoulder height before stevedores take hold of them for steadying or landing.

(32) A chain shall not be shortened by knots, bolts, wire or other makeshift devices.

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

(34) Standing in the bight of a line is prohibited. When assisting in tying up a vessel to the pier, as soon as the mooring line is placed on the bollard and is all clear, the stevedores shall stand well clear of the line in case it parts when a strain is put upon it.

(35) When using a bull line to move cargo, the stevedores shall stand out the bight, and clear of the "throws" of the lead and hook.

(36) Nails which are protruding from shoring or fencing in the immediate work areas shall be removed, driven in, bent over or otherwise rendered harmless.

(37) 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 driven in, bent over or otherwise rendered harmless.

(38) Prescribed foot protection ("safety shoes") must be worn at all times while in the port area. Safety shoes are procured at employee's own expense. Foot protection will be worn, unless for medical reasons this is not possible; in such a case, a written dispensation must be obtained from a medical doctor and shall be renewed on a bi-weekly basis.

(39) Approved hard hats will be worn at all times by all personnel upon entering the port area. As the port area is a hard hat area, Port Clients are also required to wear hard hats.

§7106. Responsibilities of Signal-persons and Winch Operators. The following shall be the safety duties of the persons designated as Signalperson and Winch Operators:

(1) They shall consider themselves as the safety workers for the gang or unit, and for this purpose shall cooperate with their supervisor, gang leader, Safety personnel on duty and/or other Employer representative on the job for the safety of the workers during operations.

(2) They shall ensure that all ship's cargo handling gear is at all times properly secured and in apparent safe working condition and that in following the hook the travel area is clear obstructions.

(3) They shall ensure that the "save-all" is properly made fast.

(4) They shall ensure that hatch beams, pontoons, or strongbacks and hatch covers which have been removed are stowed in a safe, orderly manner.

(5) They shall ensure 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.

(6) They shall ensure that all loads are properly slung before being hoisted.

(7) They shall ensure 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 the hatch, or who are in the square of the hatch under a moving load.

(8) They shall ensure 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 personnel working under the hook.

(9) 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 the supervisor, gang leader or other Employer representative. (This rule does not apply when gear is especially designed for the hoisting of personnel.)

(10) They shall remain on the job until all the workers in their gang are out of the hold.

(11) Before starting any cargo operations, including the shifting, raising, lowering of booms, they shall:

(a) Ensure that steam winches are free from water;

(b) Ensure that cargo falls are in good order and free of flat spots and kinks, and properly secured to the winch drums;

(c) Ensure that winches are in good working order by running them in hoisting and lowering positions with and without a load, and that all guards are in place;

(d) Ensure that winch extension levers, when used, are securely fastened;

(e) Ensure that cut-out switches and brakes on electric winches are operational;

(f) Immediately report any defects to their supervisor, gang leader, Safety personnel on duty or other Employer representative on the job.

(12) They shall ensure that the working place provided for them is kept in good order and that all means are taken to prevent their slipping.

(13) They shall ensure that workers' fingers and toes are in the clear before beams, pontoons or strongbacks are raised or lowered into sockets and rest bars.

(14) They shall ensure that any gear shifting levers on winches are properly secured.

(15) When tending hatch, the signalperson shall keep the sling load in sight when in motion and warn all persons of danger of being injured by the movement of cargo.

(16) The signalperson shall control the movements of the sling loads by positive signals to the winch operator.

(17) If a seat is used when driving the winch, the winch operators shall see that it is sufficiently strong to support their body weight and is so placed that it will not slip, tip over or put them in danger of falling into the hatch. When seated, the operators shall keep their feet and legs out of the hatchway.

(18) The winch operator shall operate winches only on clearly understood signals.

(19) The winch operator shall at all times operate the winch in a safe manner, keeping the load under

complete control so that the same may be stopped or hoisted instantly.

(20) The winch operator shall immediately report winches which are improperly lubricated, or are in any way defective, to the supervisor, gang leader, the Safety personnel on duty or other Employer representative on the job, who shall act promptly in obtaining correction of any defect in the gear or machinery of any unsafe working condition.

(21) When leaving the winch unattended, the winch operator shall see that the power is turned off, or where provisions are made to do so, shall secure the levers in neutral.

(22) Winch operator and signalperson shall observe all the general safety rules contained in Section VI of this Code and pay particular attention to Rules 605, 606, 626 and 627.

(23) The Signalperson shall ensure that no one walks across the deck on the working side of the hatch while a load is being hoisted or the sling is being returned to the hatch.

§7107. Responsibilities of Crane Operators. The safety duties of crane operators are:

(1) 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; prior to making such tests, they shall ensure that no one is under the hook;

(c) Make sure that they are familiar with all operating procedures of the particular piece of equipment they are operating;

(d) Report any defects to their supervisor, gang leader, Safety personnel on duty 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.

(2) They shall operate the crane only on clearly understood signals unless the operation is under the complete control of the operator.

(3) They shall at all times operate the crane in a safe manner, keeping the load under complete control.

(4) They 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 the heads of workers working under the hook.

(5) 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 on the disengaged position, and the locking of all foot brakes.

(6) They shall keep both hands free when going up or down ladders. Articles which are too large to be carried safely in pockets or belts shall be lifted to or lowered from the crane by hand line (excepting where stairways are provided).

(7) If crane power goes off, the operator shall immediately throw all controllers to "off and lock" position until the power is again available.

(8) The operator shall pay special attention to the relative position of the blocks to avoid unnecessary tripping of the limit switches.

(9) Crane operators shall observe all the general safety rules contained in Section VI of this Code and pay particular attention to Rules 605, 606, 626 and 627.

(10) Crane operators shall observe all applicable winch operator and signalperson's duties.

(11) Sling loads which are improperly slung shall not be hoisted.

(12) Operation personnel shall periodically spot check the location of the shore power cable for the gantry cranes and take precautionary measures to prevent damage to this cable:

(a) Keep the cable free from the gantry track (rails);

(b) Keep the cable free from stationary objects or terminal equipment;

(c) Keep all foreign materials away from the power cable.

(13) Do not attempt to disconnect the gantry crane's shore power cable unless the standby circuit breaker is in the "off" position.

(14) In the event of an emergency while the gantry crane is in use,

(a) in addition to the job, the boom hoist station and machine house will be immediately manned.

(b) If the emergency occurs in the cab:

(i) Shut off power and evaluate the emergency; depressing the "E STOP" (Emergency) push button disengages the control power. All operating motions are then inoperative until the "Control Power" push button in the machine house is reset by depressing.

(ii) Call the supervisor and the Safety personnel on duty at once;

(iii) If the emergency occurs while a container is in transit, every effort should be made to land the container if the circumstances permit, always bearing in mind that safety of personnel on the gantry, on the ground, and on board the vessel is paramount.

(c) If the emergency concerns the gantry trucks or any portion of the gantry or its tracks at ground level:

(i) Cease all operations, including moving the gantry, after landing any containers in transit. (See (b)(iii) above.)

(ii) In case of an emergency, press red push button marked "EMERGENCY STOP."

(iii) Call the supervisor and Safety personnel on duty.

(iv) Keep the cab manned and man the boom hoist station and power house.

(v) Keep the operator in the cab fully informed of the casualty, and what is being done about it.

(d) If the casualty concerns the boom hoist station, the boom, or any other portion of the gantry frame:

(i) Cease all operations immediately, assess the gravity of the casualty, and then land any containers in transit. (See (b)(iii) above.)

(ii) In case of an emergency, press STOP push button adjacent to boom control.

(iii) Call the supervisor and Safety personnel on duty.

(e) In any casualty, the area surrounding the gantry should be cleared as soon as possible of all nonessential personnel and equipment.

(15) Boom hoist safety: do not operate the boom hoist with any load on the crane other than empty lifting beam (spreader).

(16) Do not move the gantry unless the boom is in either the raised or lowered operating position. Failure to adhere to this warning could result in serious damage to the crane.

(17) Hoist or lower: do not hoist any load with the crane in excess of the nameplate rating (30 LT or 40 LT) of the crane or the lifting attachment used.

(18) Gantry travel: avoid stopping gantry travel too suddenly from fast speed. This causes undue wear and tear and possible damage to the gantry drive frame.

(19) Spreader lift beam.

(a) Keep personnel at least ten feet away from all flipper location;

(b) Keep all personnel away from all electrical conductors and instruct them not to use these as grab rails or step rungs. Serious injury may result.

(20) Fire extinguishers must always be present on the gantry crane at the following locations in these quantities:

LOCATION	QUANTITY
(a) Control cab	One each
(b) Machine house	Two each

(c) Dock level One each

Fire extinguishers shall be checked and tested periodically to make sure they are operational.

(21) Qualifications of Machinery Operators:

(a) Only those employees determined by the employer to be competent by reason of training or experience, and who understand the signs, notices and operating instructions and are familiar with the signal code in use shall be permitted to operate a crane, winch or other power-operated hoisting apparatus, or any power-operated vehicle, or to give signals to the operator of any hoisting apparatus. Exceptions: Employees being trained and supervised by a designated person may operate such machinery and give signals to operators during such training.

(b) No employee known to have defective uncorrected eyesight or hearing, or to be suffering from heart disease, epilepsy, or similar ailments which may suddenly incapacitate him shall be permitted to operate a crane, winch or other power-operated hoisting apparatus or a power-operated vehicle.

(c) No minor under 18 years of age shall be employed in occupations involving the operations of any power-operated hoisting apparatus or assisting in such operations by performing work such as hooking or landing drafts, rigging gear, etc.

(d) Immediate supervisors of cargo- handling operations of more than five (5) persons shall satisfactorily complete a course in accident prevention. Employees newly assigned to supervisory duties shall be required to meet the provisions of this paragraph within ninety (90) days of such assignment.

§7108. Responsibilities of Vehicle Operators.

The safety duties of the vehicle operators are:

(1) They shall test the brakes, steering gear, lights and mechanism for lowering, raising, and tilting forks before starting work, and report any defects to their supervisor, Safety personnel on duty 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.

(2) Shall operate lift trucks in such a manner as to give them an unobstructed view of the direction of travel, and shall drive in reverse if necessary.

(3) They shall be especially cautious when approaching blind corners, or other places where vision is limited.

(4) They shall obey all speed and traffic regulations and other applicable haulage equipment rules.

(5) They 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.

(6) They shall only permit an employee to ride on haulage equipment on specific instructions from their supervisor or other Employer representative on the job in charge of operations, unless equipment is designed to accommodate passengers.

(7) They shall shut off the motor when leaving the vehicle.

(8) They shall operate the vehicle from the seat or platform only, and not while standing or walking alongside, unless the equipment is designed to operate in this manner.

(9) They shall at all times operate their vehicle in a safe manner.

(10) Vehicle operators shall at all times observe all general safety rules contained in Section VI of this Code and pay particular attention to Rules 605, 606, 626 and 627.

(11) No load on a lift truck or crane shall be suspended or swung over any worker.

(12) No lift truck shall travel with a load of empty boards which exceed the height of the mast.

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

(14) All vehicles, if to be left unattended within the Port premises, shall be parked in a designated

parking area within the Port premises. Such vehicles shall be properly secured against unauthorized use of it.

(15) No vehicle shall be parked in front of any access door of any warehouse, shop, or in any area where such parking is prohibited.

(16) All vehicles entering the Port premises for the purpose of loading and unloading cargoes shall have its operator present while loading and unloading operations are in progress. At no times shall such vehicle be left unattended.

(17) All passenger vehicle entering the Port premises having business with any ship in port shall be parked in a designated parking area or areas away from industrial equipment operation zones. At no times shall passenger vehicles be parked alongside the string piece of the pier, alongside vessels or in the container yard.

(18) All Port employees are subjected to have in their possession a valid operator/ chauffeur's license issued by PAG or the Government of Guam while operating any equipment.

(19) All vehicles entering the Port premises for the purpose of loading or unloading cargoes shall have a suitable fire extinguisher on the vehicle.

(20) Vehicle operators hauling a chassis with a load having a high center of gravity should observe extreme caution when making any turns.

(21) Vehicle operators shall inspect their vehicles prior to having any cargo, loaded aboard it. Chassis, flat-bed or trailer trucks, etc., shall not be loaded if any of the tires are flat or excessively soft.

§7109. Shipboard Safety Rules. (1) Deck loads shall be so stowed as not to interfere with safe operations of winches.

(2) Temporary tables on which loads are to be landed shall be of sufficient size and strength to permit workers thereon to work in safety.

(3) 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.

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

(5) Stowed or piled cargo in ship's holds which is likely to shift or roll shall be secured or blocked.

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

(7) When slingloads of dunnage, lumber, or pipe are being hoisted in or out of a hatch in one sling, all workers shall stand in the clear.

(8) Where practical, double slings shall be used on all types of cargo where there is a danger of the cargo sliding out of a single sling, such as dunnage, lumber, pipe, etc.

(9) Drafts shall be lowered at least to shoulder height before stevedores take hold of them for steadying or landing.

(10) The cargo gear while rigged for hoisting shall not be used for bull line operations. The gantry cranes shall at no time be used for bull line operations.

(11) Portable hatch coaming rollers, when used, shall be firmly attached or secured to hatch coaming and shall have wire preventers in addition to the regular clamps.

(12) Gear and equipment not in use shall be stowed clear of area in which operations are being carried on.

(13) Save-alls shall be stretched, hung and safely secured to vessel and dock when general and bagged cargo or lumber is being worked.

(14) A sling load or draft shall not be lifted with a chain having a kink or knot in it. (See also Rules 632 and 633.)

(15) The place for winch operators to stand or sit shall be kept in good order and all means shall be taken to prevent slipping or falling of the seat or the operator.

(16) Access from the deck load to winches and decks shall be provided by means of steps and ladders.

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

(18) When working cargo over a deck load, a safe walkway from the rail to the coaming shall be provided for the designated signal person.

(19) A safe fore and aft walkway or passageway over deck loads shall be provided when necessary.

(20) When it is necessary to work cargo on a skeleton deck, safe decking shall be provided unless the workers can work safely from the cargo stowed below such skeleton deck.

(21) 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.

(22) 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 (36) inches around the hatch coaming. Such clearance should be designated by appropriate marking.

(23) When deck loads are stowed closer than three (3) inches to a hatch coaming, life lines shall be rigged for the safety of workers handling strong and hatch covers on main decks.

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

(25) Booms shall not be raised or lowered except under the direction of the supervisor, gang leader, or signalperson in charge of the hatch.

(26) The supervisor, gang leader or signalperson in charge of the hatch shall personally supervise the

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

(27) No cargo shall be worked through a section of a hatch unless the strongbacks or pontoons of the adjacent sections are bolted, locked or secured by other means.

(28) Strongbacks, pontoons 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 the deck load.

(29) 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.

(30) Buckets, tubs, etc., used in handling bulk cargo shall not be hand loaded above the rim.

(31) When workers are working in the square of the hatch, bales of cotton, wool, cork, gunny bags or other similar article shall not be hoisted by hooks attached to the bands or fastenings of such bales.

(32) Grabs and tongs shall not be used to hoist timbers, logs, or piling to or from ship.

(33) Where two gangs are working in the same hatch on different levels, a net shall be provided to prevent workers and cargo from falling on the workers below. A safe means shall be provided to prevent motorized vehicles from falling on workers below.

(34) The handling of explosives shall be in accordance with Port, Harbor and United States Coast Guard regulations.

(35) Working guys and preventers, when used, shall be adjusted so as to divide the strain, as nearly as practicable, equally between them and shall be checked at frequent intervals.

(36) Before any welding/hot work is started on shipboard, a hot work permit must be obtained from the Harbor Master's office.

(37) No welding/hot work may be done on shipboard without a fire watch present. The fire watch must be someone other than welder and must have an approved portable fire extinguisher immediately available for use.

§7110. Dock Safety Rules. (1) When dangerous or broken floors, piers or bulkheads cannot be temporarily repaired in an adequate manner, they shall be barricaded until repairs are made.

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

(3) The immediate work areas of all docks, aprons, floors and other places where persons are engaged in operations shall be kept free from litter and reasonably clean, and passageways shall be kept open. Garbage and trash receptacles shall be kept on the outside of all warehouses.

(4) Grease, oil, or any similar substances spilled where operations are in progress shall be immediately covered with sand or other suitable material, and then swept up at the earliest opportunity. All spills of grease or oils that enter or threaten harbor water shall be reported to the Harbor Master's Office and to the Coast Guard immediately.

(5) A liberal supply of sand or other suitable material shall be kept readily available on each terminal and vessel for use on slippery places, or where spills have taken place.

(6) In order to provide for safe access for handling lines while mooring and unmooring vessels, no cargo shall be piled or stacked within four (4) feet of the edge of the wharf or pier where lines persons are required to work.

(7) Safe means of descent from high piles in terminals, warehouses, holds of ships or lighters shall be provided. Jumping or climbing up or down on pieces of lumber protruding from tiers is prohibited.

(8) One or more lights shall be kept burning after dark on the apron close to the gangway or other means of access to the ship.

(9) 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 operators, crane operators, signalpersons, or with the navigation of passing and/or docking vessels.

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

(11) Material shall be so piled that it will not collapse when part of a pile or adjoining piles are removed. Barrels laid on their sides shall be properly chocked to prevent rolling.

(12) There shall be no spray painting or sandblasting in the immediate vicinity of cargo-handling operations.

(13) All electric arc or gas welding operations shall be so shielded as to prevent injuries to the eyes of employees working in the vicinity.

(14) Stowed or piled cargoes on piers or in terminal sheds which are liable to shift or roll shall be secured or blocked.

(15) Buckets, tubs, etc., used in handling bulk cargo shall not be hand loaded above the rim. (See also Rule 1030.)

(16) Before any welding/hot work is started on dockside, a hot work permit must be obtained from the Harbor Master's office.

§7111. Haulage Equipment Safety Rules. (1) 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.

(2) Exhaust pipes, connections and mufflers on internal combustion engine driven vehicles shall be kept tight. They shall either be insulated or so positioned so the operators cannot accidentally come in contact with them.

(3) Internal combustion engines shall be so maintained and adjusted as to minimize exhaust emissions or excessive smoke.

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

(5) All LPG powered equipment shall exhaust through the radiator fan or be in conformance with Rule 1204.

(6) Internal combustion engine driven vehicles shall be used where adequate ventilation exists or is provided which will keep the carbon monoxide content of the air below the permissible level of 100 parts per million. Under no circumstances shall such vehicles be used in closed compartments or hatches.

(7) Forklift trucks shall be equipped with an overhead guard of strength and design adequate to prevent injury to operators from falling objects, except that, where the construction of the truck is such that the presence of overhead guards would prevent the truck from operating in 'tween-decks, the guard may be removed for such operations.

(8) Power driven vehicles shall be operated at a safe speed compatible with conditions of weather, visibility and other operations, but in no case at a speed greater than Port regulations' maximum speed (fifteen miles per hour).

(9) Only persons authorized by the Employer shall be permitted to operate motor vehicles or to crank engines on mechanical equipment. (See also Rule 918.)

(10) Gasoline tanks shall not be filled while engine is running.

(11) When filling gasoline tanks, the hose nozzle shall be kept in contact at all times with the tank in order to prevent ignition of vapor by static sparks.

(12) When gasoline tanks are uncovered during fueling, smoking shall be prohibited within fifty (50) feet of the operation.

(13) Gasoline tanks on vehicles shall not be opened, filled, drained or left open except in specially designated areas.

(14) Charging board switches shall be pulled before connecting or disconnecting batteries of electric trucks.

(15) Cargo shall be hoisted to the level of a ship's deck with a lift truck only when the load can be set on the vessel safely.

(16) 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.

(17) When towing cargo on pipe trucks or similar equipment, a safe means shall be taken to protect the driver from sliding loads.

(18) Heavy duty highway trailers shall be moved in such a manner that, at all times, the moving trailer is under control. All lights, air-hoses and other safety attachments between trailer and tractor must be connected prior to getting underway.

(19) Workers shall not be hoisted by standing on the forks of lift trucks. A safety platform or structure for hoisting persons shall be used.

(20) Every crawler type, rider operated, bulk cargo-moving vehicle shall be equipped with an operator's guard of such design and construction so that the operator, when seated, is protected against injury from coming in contact with a projecting overhead.

(21) 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.

(22) Guards and their attachment points shall be so designed as to be able to withstand a load applied horizontally at the operator's shoulder level equal to the drawbar pull of the machine.

§7112. Machine and Power Transmission Equipment. (1) 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.

(2) All projecting set screws on moving parts shall be replaced by countersunk or headless set screws unless the moving parts is so guarded that contact is

impossible. No part of the set screws shall project above the surface.

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

(4) Removal of existing protective appliance during operations is prohibited.

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

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

(7) Cleaning of machine parts shall only be done when the machine is stopped.

(8) Stowing winches when used in conjunction with cargo-handling operations shall at all times be properly secured to prevent shifting.

(9) Safety screens and shield provided with equipment such as grinders must be used.

§7113. Crane Safety Rules. (1) The term crane as used in this section refers to shore-based stevedoring cranes.

(2) A substantial and durable rating chart with clearly legible letters and figures shall be provided with each crane and securely fixed to the crane cab in a location easily visible to the operator while seated at their control section.

(3) No crane shall be loaded beyond the rated load, except for test purposes. When loads are limited by structural competence, it shall be ascertained that the weight of the load has been determined within plus or minor ten (10) percent before it is lifted.

(4) When testing and inspection of cranes becomes a statutory requirement, the Employer shall not require crane operators to operate the equipment unless such testing and inspection procedures have been complied with.

(5) Limit switches, when provided on the equipment, shall be maintained in safe operating condition, and neither disconnected nor bypassed.

(6) 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.

(7) Extra care shall be taken while hoisting, lowering or swinging loads with weight near the permissible maximum weight limit.

(8) Deadheading by shackling the crane fall or crane fall pendent 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 such work.

(9) No excessive side strain shall be placed on a swinging boom. This is to say, swinging too fast creates centrifugal forces and can side load the crane boom.

(10) Operating near electric power lines:

(a) Clearances: Except where the electrical distribution and transmission lines have been de-energized and visibly grounded at point of work or where insulating barriers not a part of or an attachment to the crane have been erected to prevent physical contact with the lines, cranes shall be operated proximate to, under, over, by, or near power lines only in accordance with the following:

(i) For lines rated 50 kv. or below, minimum clearance between the lines and any part of the crane or load shall be ten (10) feet.

(ii) For lines rated over 50 kv. minimum, clearance between the lines and any part of the crane or load shall be ten (10) feet plus 0.4 inch for each 1 kv. over 50 kv. or twice the length of the line insulator but never less than ten feet.

(iii) In transit with no load and boom lowered, the clearance shall be a minimum of four (4) feet.

(b) Boom guards: Cargo type boom guards insulating links, or proximity warning devices may be used on cranes, but the use of such devices shall not operate to alter the requirements of subparagraph (a) of this paragraph.

(c) Notification: Before the commencement of operations near electrical lines, the owners of the lines

or their authorized representative shall be notified and provided with all pertinent information. The cooperation of the owner shall be requested.

(d) Overhead wires: Any overhead wire shall be considered to be an energized line unless the person owning such line or the electrical utilities authorities indicate that it is not an energized line.

(11) Glass used in operator's cabs shall be kept clean for good operator visibility, and shall be replaced when cracked or broken. Crane operator's cabs and seats shall be maintained in good order and condition.

(12) All cranes traveling on rails shall be equipped with an automatic bell or other audible warning device which operates when the crane is traveling.

(13) No crane shall be operated when visibility cannot be maintained to assure a safe operation.

(14) All safety dogs and pawls shall be maintained in good working order. Use of unsafe temporary controls is prohibited.

(15) All controls, levers, switches, panel boards and other equipment shall be plainly marked or identified in a language understood by the operator.

(16) A visual check of the crane shall be made at intervals during work shifts as a precautionary measure.

(17) Two-way radios and/or telephones shall be used by the employee when provided by the Employer.

(18) Obstructions shall not be placed in the immediate active travel area of the crane or within two (2) feet 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 (2) feet of the face of the dock, or where less than two (2) feet exist between crane legs and the gangway. When such conditions exist, it shall be called to the attention of the workmen and the workmen shall use extreme caution whenever they are in these areas.

(19) Crane operators shall have definite instructions as to who shall give them signals when signals are necessary. Crane operators shall take

designated signals only from such person or persons. In case of an emergency, any person may give the signal to stop.

(20) When signalpersons are required to give hand signals, they shall position themselves so the crane operator can clearly see their signals.

(21) Only standard, recognizable signals for cargo-handling operations shall be used. Prior to the commencement of operations, the operator shall ensure that the signals to be given to them by the signalpersons are understood.

(22) When mobile cranes are equipped with outriggers, and such outriggers are required in the operation, they must be used.

(23) Mobile cranes equipped with pneumatic tires shall not be operated if a tire is not inflated to the manufacturer's specifications.

(24) No crane shall be operated when the wind velocity is such that it causes the crane or the load to swing or sway excessively. Where manufacturer's recommendations exist regarding wind velocities that will move the crane and create unsafe load handling conditions, such recommendation shall be observed.

§7114. Work Center Safety Rules. (1) All work tables, benches, floors, etc. shall be maintained in a safe condition. All surfaces and floors shall be maintained in good repair. Fluorescent bulbs and other lamps shall be replaced when burned out, in order to maintain proper illumination in work areas, and provide safe working conditions in such areas.

(2) At no time shall explosive and/or flammable liquids be used as cleaning agents, unless necessary and applicable and designed for the particular cleaning job.

(3) At no time shall explosives and/or flammable liquids, paints, thinners, varnishes, etc., be store in shops. When not in use, such items shall be placed in sealed or closed container in a paint locker outside the shops. Such locks shall only be used for the storage of the above named items, and not as general storage lockers. Under no circumstances shall any locker or explosives and/or inflammable liquids, paints, thinners or varnishes be stored within 50 feet of a hot work site.

(4) All Welding areas shall be so shielded as to effectively prevent injuries to the eyes of other employees in the vicinity.

(5) All shop areas shall be kept free of debris and in a clean and orderly condition.

(6) Oily waste and/or rags shall be kept in a separate, fireproof, closed metal container, so located that it may be easily and swiftly removed from shop areas if necessary. Such a container should not be located in the vicinity of welding or burning operations.

(7) There shall be no smoking in any shop area except in approved smoking areas.

(8) All gas cylinders when not in use shall have safety covers in place over the valves, and shall be stored in approved safety lockers outside the shop areas.

§7115. Responsibilities of the Safety Office. (1) PAG Safety personnel shall inspect Port Authority areas, facilities, buildings, machinery, equipment, tools, and work methods for hazards and make recommendations for corrective action and improvements. These inspections shall be made on a continual basis. The results of these inspections shall be sent to the General Manager's Office and cognizant department heads.

(2) PAG Safety personnel are vested with the authority to stop any operation or hazardous practice where there is impending danger of injury or death, or damage to equipment or material. The Safety Officer shall report any such action immediately to the Department Head or the Safety Supervisor concerned, and to the General Manager. The above report may be made verbally, but shall be followed up by a written report.

(3) New employees shall be given a general work safety orientation briefing by the Safety Department.

(4) The Safety Office may conduct safety conferences that are essential to the safe functioning of the Port Authority. Safety personnel and other PAG employees may attend safety related training when deemed necessary by the PAG. All such training shall be coordinated between the Safety Office and the Personnel Office.

(5) Safety personnel shall inspect all cargo vessels prior to the working of cargo to ensure the booms, blocks, tackle, running and standing rigging and any other items of cargo gear are in a safe condition.

(6) Safety personnel are vested with the authority to enforce all PAG Safety Rules and Regulations.

(7) Safety personnel shall inspect all vessels prior to their taking bunkers, loading or discharging liquid cargo to ensure that all pertinent safety rules are being observed.

§7116. Penalties for Noncompliance. (1) All Port Authority of Guam employees must comply with all provisions of this Safety Code where required. Failure to comply will result in action being taken under the Port Authority of Guam Personnel Rules and Regulations.

(2) All other users of the Port Authority of Guam facilities, including tenants and/or other visitors shall comply with all pertinent sections of this Code. Failure to comply shall result in action being taken under Section 33 of the Port Authority of Guam Harbor Regulations as quoted below:

"Any person or persons who violate any rules and regulations of the Port Authority of the Government of Guam or fails to perform any duty imposed thereby, shall be subject to a fine not to exceed Five Thousand Dollars (\$5,000), and a term of imprisonment not to exceed two years, or both."