SCHEDULE.

NOTE :—Forms N.I. 2, 3, 29, 31, and 40 constitute the Schedule to the above Order. These forms are not printed in this Volume; they may be obtained from His Majesty's Stationery Office—EDITOR.

## Health, Safety and Welfare

SPECIAL REGULATIONS, DATED 22ND OCTOBER, 1948, MADE BY THE MINISTRY OF LABOUR AND NATIONAL INSURANCE UNDER SECTIONS 47 AND 65 OF THE FACTORIES ACT (NORTHERN IRELAND), 1938.

1948. No. 295

The Ministry of Labour and National Insurance for Northern Ireland (hereinafter referred to as " the Ministry ") in pursuance of the powers conferred on it by Sections 47 and 65 of the Factories Act (Northern Ireland), 1938, (hereinafter referred to as " the Act ") and of all other powers enabling it in that behalf, hereby makes the following Special Regulations :—

PART I

*Preliminary*

**1.**—(1) These Regulations may be cited as the Shipbuilding Special Regulations (Northern Ireland), 1948, and shall come into force on the 1st day of December, 1948.

(2) From the 1st day of December, 1948, the Regulations made by the Secretary of State, and dated the 4th April, 1914, (a) shall be revoked so far as they relate to Northern Ireland.

**2.** The Regulations shall apply to all yards and dry docks (including the precincts thereof) in which *ships* or *vessels* are constructed, reconstructed, repaired, refitted or finished.

Provided that with the exception of Regulations 31, 32, 33 and 51 (*d*) (ii) relating to *oil-tanks*, the Regulations shall not apply to the construction, reconstruction, repair, refitting or finishing of *ships* or *vessels* not exceeding 150 feet in length (measured from the forepart of the stem to the after-part of the stern post on the range of the upper deck beams, except in awning or sheltered deck *vessels*, in which cases the length is to be measured on the range of the deck beams next below the awning or shelter), except in such individual yards and to such extent as the Ministry may, on account of the nature and number of the accidents arising in such yards, by Order direct.

Provided also that Regulations 31, 32, 33, and 51 (*d*) (ii) shall not apply

(a) S. R. & O. 1914. No. 461.

(*a*) to *ships* or *vessels* which are classified at Lloyd's Register of Shipping, or with some other classification society or association approved by the *Chief Inspector*, as suitable for carrying as cargo only *oil* with a flash point over 150°F. (close test) and which have not been used for carrying any *oil* with a lower flash point ; or

(*b*) to any barge which is solely used for carrying *oil* with a flash point over 150°F. (close test), if a certificate to this effect, signed by the owner, has been obtained by the occupier before any repair work is commenced upon the barge.

**3.** In these Regulations the following expressions * have the meanings hereby assigned to them respectively, that is to say :—

*Public dry dock* means any dry dock which is available for hire.

*Stage* means any platform constructed of planks.

*Staging* includes any *stage*, upright, thwart, thwart pin, wedge or other appliance or material, not being part of the structure of the *ship* or *vessel*, which is used in connection with the support of any *stage*.

*Prescribed* means prescribed by the Ministry.

*Certificate of test* means the certificate given by a competent analyst, in respect of an *oil-tank* or other part of a *ship* or other *vessel* which has been carrying *oil* as cargo, that he has carried out a test in an adequate and suitable manner for the presence of inflammable vapour and found the space or spaces to be free therefrom.

*Oil* means petroleum oil or petroleum spirit.

*Oil tank* means any tank, compartment or space which contains or has contained any *oil* or any sludge, deposit or residue therefrom.

*Ship* and *vessel* have the same meaning as in the Merchant Shipping Act, 1894.

*Chief Inspector* has the same meaning as in the Act.

*Inspector* means an inspector appointed under the provisions of Section 128 of the Act.

## Part II

### *Duties*

**4.** It shall be the duty of every employer of workmen who carries out any of the operations to which these Regulations apply to comply with such of the requirements in Parts III to IX of the Regulations as affect any workman employed by him ; and it shall be the duty of every such employer who erects, installs, works or uses any *staging*, appliance, plant, or any part thereof to erect, install, work or use such *staging*,

* Printed throughout in italics.

appliance, plant or part thereof in a manner which complies with the requirements of the Regulations.

Provided that, when a *ship* or *vessel* is being repaired in *public dry dock* :—

(*a*) It shall be the duty of the person having the general management or control of the *public dry dock* to comply with Regulations 6 (*b*), 6 (*c*), and 15 (*c*) so far as they concern those gangways, uprights, thwarts, and planks provided at the dock by such person ; and with Regulation 41 (*b*) so far as it concerns the lighting of the quay round the dock ;

(*b*) Where the control of the *ship* or *vessel* for purposes other than any of the operations to which these Regulations apply remains with the owner of the *ship* or *vessel*, it shall be the duty of the owner, master or officer in charge of the *ship* or *vessel* to provide the protection specified in Regulation 14 in so far as concerns those hatches or openings which are not required to be used for the purposes of the operations ;

(*c*) Where the owner of a *ship* or *vessel* provides the lighting on board the *ship* or *vessel* it shall be the duty of the owner, master, or officer in charge, to comply with Regulation 41 (*b*) as regards such lighting.

It shall be the duty of the occupier of any place to which these Regulations apply to comply with the requirements of Part X of the Regulations ; except that in the case of a *public dry dock* the duty of complying with Regulation 48 shall rest on the person having the general management or control of the dock.

It shall be the duty of all persons employed to comply with Part XI of the Regulations, and to co-operate in carrying out Parts III to X of the Regulations.

## PART III

### *Means of Access*

**5.** Safe means of access shall be provided to all parts of a *ship* or *vessel* to which persons employed may be required to proceed in the course of their employment.

**6.** All main gangways giving general access to a *ship* or *vessel* from the ground or from the dock side, and all cross gangways leading from the main gangway on to the bulwarks, shall

(*a*) be sufficiently wide, having regard to the number of persons employed on or at the *ship* or *vessel* ;

(*b*) be securely protected on each side to a height of at least 3 feet in shipbuilding, and 2 feet 9 inches in other operations to which these Regulations apply, by strongly constructed upper and lower handrails and by a secure lee board or toe board projecting at least six inches above the floor ;

(*c*) be stable, and, wherever practicable, of permanent construction ;

(*d*) be maintained in position as long as required.

**7.** Where, at a *ship* or *vessel* under construction, the cross gangway leading from the main gangway on to the bulwarks is so steep as to render the passage to or from the *ship* or *vessel* dangerous, a platform shall be erected inboard at the end of the cross gangway, and safe means of access provided therefrom to the deck.

**8.** Where, at a *ship* or *vessel* being reconstructed, repaired, refitted or finished, there is a gangway leading from the dock side on to the bulwarks, there shall be provided (*a*) wherever practicable, a platform inboard at the end of the shore gangway with safe means of access therefrom to the deck, or (*b*) where such a platform is not practicable, a second gangway or stairway leading from the bulwarks on to the deck which shall either be attached to the end of the shore gangway or be placed contiguous to it, in which case means of access, securely protected by fencing, shall be provided from the one to the other.

**9.** At a *ship* or *vessel* under construction, sufficient ladders, having regard to the size of the *ship* or *vessel*, shall be provided giving direct access to the outside *stages*.

**10.** All ladders shall be of sound material and shall be maintained in good condition and shall

(*a*) unless they are so placed that there is no danger of their slipping, be adequately secured as near the upper resting place as possible : provided that this part of this Regulation shall not apply in the case of a small portable ladder carried from place to place by a workman in the course of his work ;

(*b*) unless there is other adequate handhold, extend to a reasonable distance above the place to which they give access ;

(*c*) be sufficiently rigid ;

(*d*) be maintained free from obstruction : provided that the rungs of a ladder may be used to support planks if the ladder is of such a width that the planks do not materially obstruct passage.

Fibre ropes shall not be used to secure ladders.

**11.** No ladder shall be used which has

(*a*) a missing or defective rung ; or

(*b*) any rung which depends for its support solely on nails, spikes or other similar fixing.

Main hold ladders shall not be unlashed except by the order of the manager or a responsible foreman.

**12.** No footway or passageway constructed of planks shall be less than eighteen inches wide.

**13.** Until a strake of plates is in position on each side of the deck, sufficient planks, having regard to the size of the *ship* or *vessel*, shall be provided on the deck beams for the purpose of access fore and aft and thwartship.

**14.** All openings in decks and tank tops shall be securely protected. Such protection shall be maintained in position and when necessarily removed in the course of work shall be replaced as soon as practicable. In particular—

(*a*) when the protection consists of coamings, the coamings shall be at least two feet six inches high ;

(*b*) when the protection consists of fencing other than coamings, the fencing shall be at least three feet high ;

(*c*) when the protection consists of a cover, the cover shall be so constructed as securely to cover the opening.

## PART IV

### *Staging*

**15.**—(*a*) A sufficient supply of sound and substantial material shall be available in a convenient place or places for the construction of *staging*.

(*b*) All *staging* shall (i) be securely constructed of sound and substantial material and shall be maintained in such condition as to ensure the safety of all persons employed ; (ii) be inspected at regular and frequent intervals by a competent person. A working platform shall not be used for supporting heavy materials unless it has been suitably strengthened.

(*c*) All planks intended to be used for *staging* shall

(i) be carefully examined before being taken into use ;

(ii) be re-examined before they are used again after the *stages* have been dismantled ;

by a person qualified to detect faults in timber.

**16.** If any upright forming part of the *staging* is used as a lead for a block for hoisting material, it shall

(*a*) be fitted with a cross piece at the base and be properly housed in the ground to prevent its rising ;

(*b*) be suitably protected against damage by the action of the chain or wire to which the block is attached.

**17.** All planks forming a rising *stage* at the bow end of the *ship* or *vessel* shall be securely fastened to prevent slipping and all planks forming other *stages* shall be so fastened unless they extend eighteen inches or more beyond the inside edge of the thwart or support on which they rest.