Pursuant to Section 425(1AA) of the Navigation Act 1912, I hereby make this Order amending Marine Orders, Part 32, Issue 2 by omitting pages (i), 1, 2, 19, 20, 63 and 64, and substituting the attached pages (i), 1, 2, 19, 20, 63 and 64, to come into operation on 1 May 1999.

Clive Davidson
Chief Executive
6 April 1999
Table of Contents

1 Definitions
2 Purpose
3 Application
4 Exemptions & equivalents
5 Transitional
6 Review of decisions
7 Control
8 Penal provisions
9 Person in charge
10 Loading and unloading
11 Access to a ship or compartment
12 Marking of cargo mass
13 Powers and functions of surveyors
14 Safe working load
15 Testing, thorough examination, inspection and certification
16 Register of materials handling equipment and certificates of test
17 Maintenance and repairs

Appendix 1 Protective fencing
Appendix 2 Lighting
Appendix 3 Safe atmosphere
Appendix 4 Personnel cradle
Appendix 5 Test and thorough examination procedures (materials handling equipment)
Appendix 6 Safe use of materials handling equipment
Appendix 7 Cargo spaces
Appendix 8 Motors in cargo spaces
Appendix 9 Requirements for derricks
Appendix 10 Requirements for cranes
Appendix 11 Crane and derrick controls and brakes
Appendix 12 Operator's cabin and access
Appendix 13 Mechanical stowing appliances and other vehicles
Appendix 14 Requirements for specialised handling systems
Appendix 15 Requirements for cargo gear
Appendix 16 Unitised cargo
Appendix 17 Ladders
Appendix 18 Signalling
Appendix 19 Marking of mass
Appendix 20 Australian standards: guide in determining SWL
Appendix 21 Actuating force: control equipment
Appendix 22 Approved splices in wire rope
Appendix 23 Forms

Previous issues

Issue 1, Order No 12 of 1986
—Amendment, Order No. 5 of 1992

Issue 2, Order No 14 of 1997
—Amendment, Order No. 2 of 1999
—Amendment, Order No. 7 of 1999

(i) Order No. 9 of 1999
1 Definitions

1.1 In this Part, unless the contrary intention appears, the following definitions apply:

AMSA means the Australian Maritime Safety Authority;

bulk cargo means any material other than liquid or gas in any combination of particles, granules or other like fragmentation or aggregation which is loaded directly into a cargo space of a ship without any other form of containment;

bulk carrier means a ship designed and constructed for the carriage of bulk cargo;

cargo includes:

(a) ship's stores, provisions, equipment and fuel;
(b) mails;
(c) passengers' baggage;
(d) material for the repair of a ship or for the fitting of a cargo space or material and equipment used for securing cargo;
(e) mechanical stowing appliances and transport equipment when carried as cargo or being handled by means of cranes or derricks.

cargo gear means an article of equipment for use with a crane or derrick in loading or unloading cargo, that:

(a) is not riveted, welded or otherwise permanently attached to the crane or derrick or ; and
(b) is designed to be detachable from the crane or derrick,

and includes any wire rope, fibre rope, sling, net, clamp, grab, loose gear, magnetic lifting device, vacuum lifting device, patent cargo handling system or self unloading system but does not include transport equipment or packaging;

Note: Pallets are not subject to the testing and certification requirements of this Part. They should, however, be constructed to a recognised standard (see Appendix 20), be suitable for the load to be conveyed, be in good condition and, unless intended for once only use, be marked with the owner's name or insignia.

cargo space means a space in a ship intended for the carriage of cargo and includes any trunkway and hatchway to that space;
Chief Marine Surveyor means the Manager (Survey Operations) in AMSA, or, in respect of any particular purpose under this Part, a suitably qualified person authorised by the Manager (Survey Operations) for that purpose;

closed container means a container that totally encloses its contents by permanent structures;

Note: A container that has small ventilation openings may be accepted as a closed container if the openings are satisfactorily sealed against the ingress of sparks.

competent person means a person having practical and theoretical knowledge and relevant experience, sufficient to enable that person to detect and evaluate any defects and any weaknesses that may affect the intended performance of the equipment;

Note: Chief Officers, Chief Engineer Officers and Second Engineer Officers are considered to be competent persons in relation to the carrying out of thorough annual examinations, and other inspections, of unclassed cargo gear and lifting appliances.

container and container corner fittings have the same meaning as in Marine Orders, Part 44 (Safe Containers);

crane includes a derrick crane except where the context otherwise requires, but excludes a machinery space crane which is subject to the requirements of Appendix 4 of Marine Orders, Part 20 (Ship Machinery);

derrick crane means a derrick fitted with operating winches and two span tackles of such design that the derrick can be topped and slewed while hoisting a load;

derrick includes, unless the context otherwise requires, the supporting structure and positioning devices, such as mast, king post, sampson post, stay, lugs, goosenecks, eyebolts, topping lift, guys, preventers and winches;

fibre rope means a rope constructed of natural or synthetic fibre only and includes rope or flat-woven webbing constructed of natural or synthetic fibres;

hatchway means an aperture in a deck of a ship providing access to a cargo space for loading or unloading;

IBC means intermediate bulk container;
15 Testing, thorough examination, inspection and certification

15.1 General

15.1.1 Every item of materials handling equipment, and every sling or lifting device forming an integral part of a load, must be of good design and construction, of adequate strength for the purpose to which it is used and, if appropriate, properly installed.

15.1.2 Except as otherwise provided by this Part, materials handling equipment must not be used for loading or unloading unless:

(a) it has been tested, thoroughly examined, certificated and inspected, in accordance with this Part;

(b) the current record of examination and inspection in the appropriate register of material handling equipment indicates that the equipment is fit for use; and

(c) it appears in all respects to be fit for such use.

15.1.3 If materials handling equipment tested and examined in accordance with this Part is considered satisfactory by the responsible person, he or she is to issue the appropriate certificate specified in Appendix 23.

15.1.4 If materials handling equipment inspected in accordance with this Part is considered satisfactory by the competent person, he or she is to record the inspection in the appropriate register of materials handling equipment.

15.2 Items other than wire and fibre ropes, nets and slings

15.2.1 Materials handling equipment for use in loading or unloading a ship must be tested and thoroughly examined by a responsible person in accordance with Appendix 5 of this Part:

(a) before being put into use for the first time; and

(b) following renewal or repair of any stress bearing part, except when the renewal is pursuant to a routine maintenance schedule.
15.2.2 In addition to the requirements of 15.2.1, and subject to 15.2.6, 15.2.7, 15.2.8 and 15.2.9, materials handling equipment for use in loading or unloading a ship must subsequently:

(a) be tested and thoroughly examined in accordance with Appendix 5 of this Part by a responsible person at intervals not exceeding five years; and

(b) be thoroughly examined at intervals not exceeding twelve months by:

(i) in the case of equipment under survey with a classification society—a responsible person; and

(ii) in any other case—a competent person.

Note: Items of equipment permanently attached to lifting gear, including lower cargo blocks, ponder balls and cargo hooks dedicated to use with a specific crane or derrick, and forming part of the assembly are not considered loose gear and need not be separately tested at the five yearly testing of the crane, derrick or cargo lift to which they are attached.

15.2.3 In addition to the initial and quinquennial test and thorough examination, and annual thorough examination, an inspection of materials handling equipment must be made by a competent person at intervals not exceeding 6 months.

15.2.4 In relation to ship equipment, a test and thorough examination required by 15.2.2(a) may be postponed, for a period of not more than six months, if the postponement will enable the test and examination to be carried out concurrently with a scheduled survey of the ship, provided that a responsible person certifies in writing that, in his or her opinion, the equipment may be safely operated during the period of postponement.

15.2.5 If the design of specialised materials handling equipment or heavy lift equipment is such that, in the opinion of a responsible person, the equipment cannot reasonably be tested or retested in the manner specified in Appendix 5, or the equipment would require unnecessary dismantling, the periodic test and thorough examinations required by 15.2.2 may be dispensed with, provided that:

(a) the manufacturer's equipment specification, schedule of examination and maintenance manual are available to the responsible person;

(b) examination and maintenance procedures have been carried out in compliance with the manual and recorded in the appropriate register of materials handling equipment by a competent person; and

(c) the equipment is fit for use.
Appendix 10
Requirements for cranes

1 Drawings

1.1 The drawing or drawings of cranes required by 14.1 of this Part, must:

(a) illustrate the general arrangement of the ship and location of each crane;

(b) include instructions for operating and maintaining:

(i) each type of crane on board; and

(ii) combination arrangements, if any,

stating the safe working load of each crane and of each article of cargo gear attached to each crane;

(c) define the operating limits within which the safe working load of each crane applies; and

(d) indicate the stowage position of each crane.

1.2 A crane must not be used in loading or unloading unless the information specified in 1.1 is readily available to the person in charge.

2 Limiting devices

2.1 Subject to 2.3, a crane used in loading or unloading must be provided with effective motion-limiting devices to prevent movement of the crane, and of a load being handled, beyond the designed range of operations of the crane.

2.2 A motion-limiting device must be so designed as to:

(a) be automatic in operation; and

(b) in the case of a crane other than a derrick crane, take effect by interrupting the operating power so that the crane and its load are held stationary.

Note: A power-interrupting arrangement is acceptable on a derrick crane, but is not mandatory.

2.3 If a motion limiting device in accordance with 2.1 is not provided on a derrick crane, the derrick crane must, where possible, be provided with other devices, which may include a visual or audible alarm, to warn the operator that the crane or load is approaching a limit of the designed range of operations of the crane or its load.
3 Markings required

3.1 A crane for use in loading or unloading must be marked with:
   
   (a) its safe working load shown in accordance with 1.1(b); and
   
   (b) where the safe working load varies with the outreach of the crane, the safe
       working load for each specified outreach.

3.2 The marking of the safe working load or loads and outreach of a crane or derrick
    crane must be:

   (a) numerals indicating the safe working load and letters identifying the units of
       mass in which the safe working load is expressed; and
   
   (b) where 3.1(b) applies:

       (i) numerals indicating the number of metres of outreach, followed by the
           letter 'm', and
       
       (ii) an oblique stroke separating the information relating to each specified
           outreach.

3.3.1 Markings must, as appropriate, be placed conspicuously:

   (a) on:

       (i) an external part of the structure of the crane; or
       
       (ii) on the derrick crane or on a plate near the heel of the derrick crane; and

   (b) in the driver's cabin within easy view of the driver.

3.3.2 External markings must be not less than 77 mm in height and of proportional
    breadth, and must be of a light colour if on a dark background, and of a dark colour if
    on a light background.

3.3.3 Where the safe working load varies with the outreach of the crane, means must be
    provided to enable the driver to ascertain the outreach of the crane at any time, and the
    corresponding safe working load.