

FAQ - Frequently Asked Questions

Q. Are there any means of verifying wire certificates against equipment in use other than by visual inspection when access is restricted?

A. There are several options including:

- Color coding of equipment consistent with chain register notations
- Dated photographs of inaccessible equipment showing certificate or other coding method consistent with chain register notations

Q. Is it necessary to have original wire certificates and what happens if a single certificate applies to several crane wires?

A. An original certificate is important. In the event that the certificate covers multiple crane wires in use, an attachment to the certificate shall list in detail where such wires are placed along with the date of fitting. The attachment shall be signed by the vessel's Master or other legal representative.

LINKS

Below is a list of useful links to the regulatory compliance documents concerning gear inspections:

MOHS Regulations

<http://laws-lois.justice.gc.ca/PDF/SOR-2010-120.pdf>

Canada Shipping Act, 2001, Cargo, Fumigation & Tackle Regulations

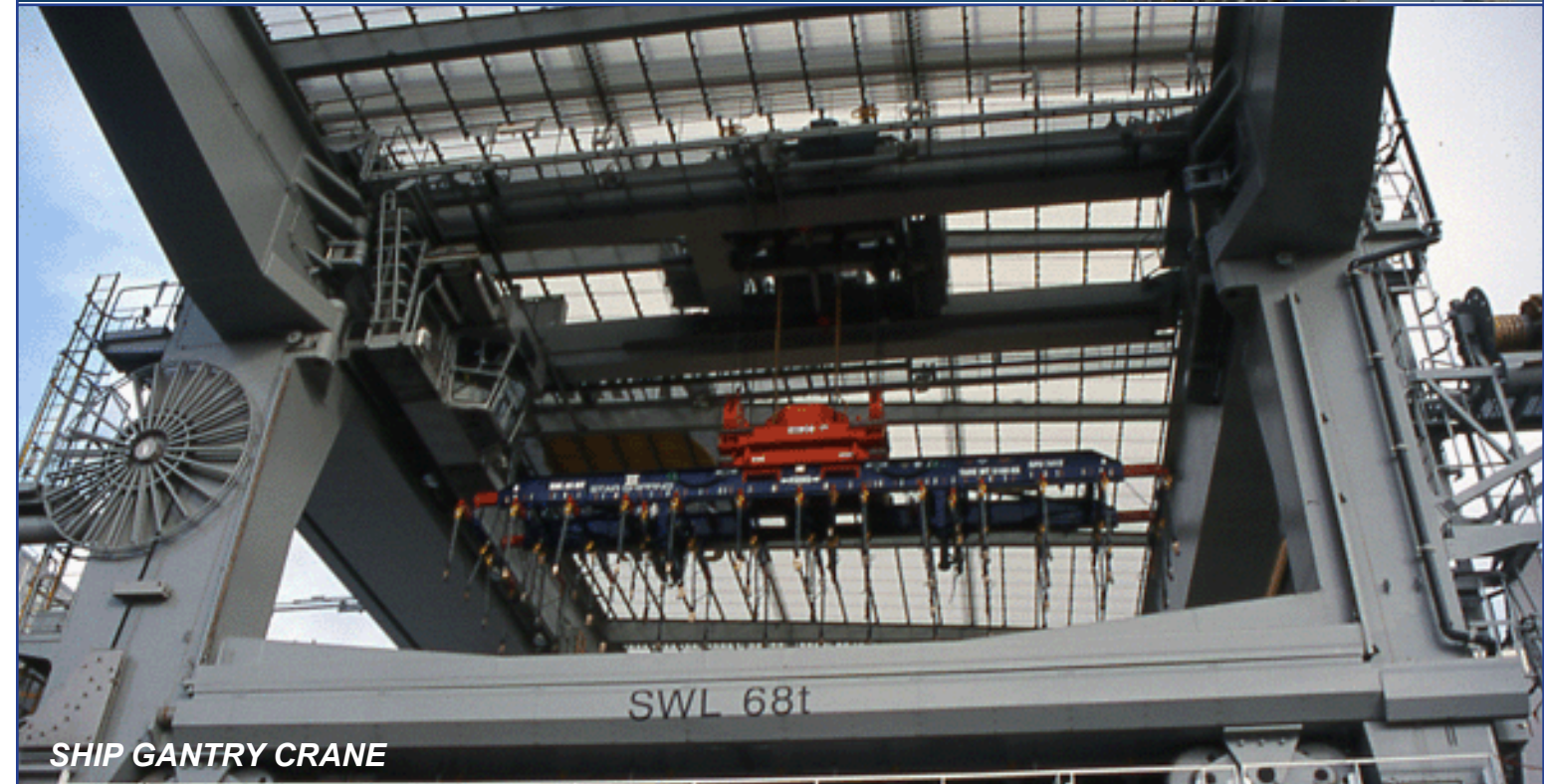
<http://laws.justice.gc.ca/en/L-2/SOR-2007-128.html>

Canadian Wear Standards

<http://shop.tc.gc.ca/TChhtml/ibeCCpltmDspRte.jsp?item=52389>



PEDESTAL CRANE



SHIP GANTRY CRANE

Pre-arrival Cargo Gear Inspection for Ports in British Columbia



BCMEA
British Columbia Maritime
Employers Association

500 - 349 Railway Street
Vancouver, B.C. V6A 1A4
Phone: (604) 688-1155
Fax: (604) 684-2397
www.bcmea.com



Chamber of Shipping
of British Columbia

100 - 1111 West Hastings Street
Vancouver, B.C. V6E 2J3
Phone: (604) 681-2351
Fax: (604) 681-4364
www.cosbc.ca

GEAR INSPECTION RECOMMENDATIONS FOR PORTS IN BRITISH COLUMBIA

BACKGROUND

The information in this brochure is intended to provide more information on gear inspections for ship cranes in British Columbia.

With a view to ensuring the safety of all persons involved, cargo handling gear inspections can be very rigorous. We recommend that the following checklist be followed prior to arrival:

THE VESSEL'S CHAIN REGISTER

Must be fully up-to-date with respect to:

- Records of quinquennial and annual inspections.
- All certification must be current and original, alternatively a copy endorsed by Class.
- Wire certificates must be verifiable against the crane to which they are attached.
- Expired certificates should be removed from the register.
- Documents should be available, organized and ready to present to stevedores prior to the start-up shift.

CRANE FUNCTION

- Check all brakes and settings.
- For low pressure hydraulic cranes ensure sag rate is maximum 1 meter/60 seconds on low. This does not apply to electric cranes.
- Limits switches shall be adjusted to manufacturers recommendations and tested.
- Crane bypass keys should be removed.

CRANE STRUCTURE

- Jib indentations (if any) should be noted in the chain register and signed off by class.
- Jib heel pins: Rock boom to check for excessive play or bolts loose/missing.
- Angle Indicator is visible to operator, moves freely and provides the correct reading.
- Slewing ring bolts: Should be intact, no missing or loose.
- Crane lights must be fully operable and retaining brackets in good order.

CRANE CAB

- A safe, oil and grease free driver access.
- Cab clean in all respects.
- Seat in good repair and adjustable.
- Windows clean, free of grease and adjustable within design parameters.
- All window wipers are working properly.
- Driver safety bar/chain in place across front opening window.
- Lighting and ventilation/heater (if fitted) in good working condition.
- Controls clearly marked.
- Emergency exit, if any, to be clearly marked and accessible.
- Warning devices operable.

CRANE WIRES

- Wires must match certificates.
- No exposed cores, no deformities, kinks or twists.
- Shall be properly but not excessively lubricated.
- Maximum allowable wear is 10% of the wires broken in a length of 8 diameters.
- Metal fittings/swaging must be identifiable against test certificate.

CARGO GEAR INCLUDING BLOCKS:

- Markings, tags or color coding identification should be easily verifiable.
- Swivels and trunnions must rotate freely.
- Sheaves must not exceed manufacturers recommended safe wear level.
- Cotter/safety pins on shackles in place.
- Check all pins for wear and corresponding holes for elongation.
- Moving parts and loose gear (shackles & hooks) should be easily accessible and without excess paint restricting identification. Loose gear shackles, chains etc.: Check wear, not to exceed 10%.
- Bolts that hold the cheek plates together are to meet manufacturers recommendations.

