

LONG BEACH I.T.S REGULATION

1. Confirm any/all requests with the ITS superintendent on duty. ITS will not be held liable if a union infraction arises due to you seeking instructions from someone else.
2. Rule 234 (P.C.M.S.C.) Gangway nets must extend 2 meters in front of the gangway and 2 meters in back of the gangway. It must be rigged in a manner as to prevent a person from falling between the ship and dock.
3. On all future callings please have all unlashing and lashing gear made available at the top of the gangway. (poles and bars).
4. While in port you may not lash, unlash, move lashing gear or un-dog hatch covers.
5. All lashing gear provided by I.T.S. for labor to unlash/Lash will be accounted for on the first and final shifts. Any lashing poles un-accounted for will be at the expense of the vessel.
6. **Rules for using the stores crane:**
 - a. You may use your provisions crane (not cargo crane) for one continuous hour (**60 minutes OR LESS**) during a shift.
 - b. You cannot use this crane during the meal hour or between shifts.
 - c. You cannot load stores/provisions in increments that equal one hour.
 - d. Empty pallets, cargo nets or the equivalent cannot be used to build and load stores/provisions at any time.
 - e. Vessel crew members may hand carry stores/provisions up the gangway at anytime while in port.
7. Any movement of the vessel gear "MUST" be pre-approved by the superintendent on duty. If the vessel gear is moved without authorization the vessel will be liable for potential union jurisdictional claims and any damages that occur.
8. Please be advised that any bay in which the safety railings are either inadequate or not in place will not be unlash/lashed by labor.
9. Do not rotate ships radar while approaching ITS, at berth or while departing ITS. The vessel will be liable for any associated cost for any other ITS vessel operation standing by.
10. Please ensure all bunker barges do not extend past the stern of your vessel.
11. All crew members/visitors and agents must wear safety vests/hardhat and safety shoes during operation.
12. All vessel damage (**STEVEDORE DAMAGE**) must be reported immediately, failure to report timely can and will result in the terminal operator denying or acknowledging liability of any claim.
13. All vessel crew members arriving and departing the terminal must check in with security at the ITS North Lobby. Under USCG regulation, foreign crew members are not permitted on-terminal. Access to and from the vessel is permitted only under ITS security supervision. Failure to comply will result in a USCG violation or being denied access in/out of ITS.
14. You are responsible to identify all vendors, longshoremen, and other shore based workers that board your vessel.
15. The Vessel must ensure that all walk way man hole hatch lid covers between bays (CROSS DECK) are closed or chained off prior to and during operations and must maintain safe working conditions for all areas that labor may access during vessel stay.

REMARK = 1). DUTY OFFICER AND GANGWAY WATCH follow these rules while in port.

2). (CHIEF OFFICER Always supervised and reconfirmed THIS REGULATION)

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