

mm in the case of ships of less than 16 metres in length, and 850mm in the case of ships of 16 metres or more in length.

Dated at Wellington this 31st day of October 1989.

W. P. JEFFRIES, Minister of Transport.

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### **The Ship Construction and Safety Equipment (Code of Practice for Hydrofoil Ships and Surface Effect Ships) Notice 1989**

Pursuant to sections 197, 234, 235 and 505A of the Shipping and Seamen Act 1952, the Minister of Transport hereby gives the following notice:

#### **Notice**

**1. Title and commencement**—(1) This notice may be cited as the Ship Construction and Safety Equipment (Code of Practice for Hydrofoil Ships and Surface Effect Ships) Notice 1989.

(2) This notice shall come into force on the 1st day of November 1989.

**2. Code of Practice endorsed**—The Code of Safety for Dynamically Supported Craft adopted by Resolution A.373(X) of the International Maritime Organisation dated 14 November 1977, but excluding Chapter 13 of that Code is hereby endorsed for the purposes of:

Regulation 5 of the Shipping (Construction) Regulations 1989.

Regulation 4 of the Shipping (Fire Appliances) Regulations 1989.

Regulation 5 of the Shipping (Life Saving Appliances) Regulations 1989.

**3. Application**—This Code shall apply to every new hydrofoil ship or surface effect ship which is a passenger ship of Class II, III, IV, V, or VI.

#### **Definition and meanings**—

“Hydrofoil ship” means a ship which is supported above the water surface in normal operating conditions by hydrodynamic forces generated on foils.

“New hydrofoil ship or surface effect ship” means any hydrofoil ship or surface effect ship which comes into operation within New Zealand coastal waters on or after the date of commencement of this notice.

“Surface effect ship” means a ship the weight of which in the normal operating condition is partially supported by a cushion of air expelled from the ship and by the buoyancy of its immersed hull or hulls.

Other expressions defined in the Shipping and Seamen Act 1952 have the meaning so defined.

Dated at Wellington this 31st day of October 1989.

W. P. JEFFRIES, Minister of Transport.

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### **The Shipping (Electronic Navigational Equipment) Notice 1989**

Pursuant to section 234 of the Shipping and Seamen Act 1952, the Minister of Transport hereby gives the following notice.

#### **Notice**

**1. Title and commencement**—(1) This notice may be cited as the Shipping (Electronic Navigational Equipment) Notice 1989.

(2) This notice shall come into force on the 1st day of November 1989.

**2. Performance Standards prescribed**—The Performance Standards set out in the Schedule to this notice are hereby prescribed for the purposes of the Shipping (Electronic Navigational Equipment) Regulations 1989.

#### **Schedule**

### **Performance Standards for Electronic Navigational Equipment**

#### **Part 1**

##### **General Requirements**

**1. Introduction**—Equipment required by the Shipping (Electronic Navigational Equipment) Regulations shall comply with the following general requirements.

**2. Interpretation**—Unless the context states otherwise the words and phrases used in this Performance Standard shall have the same meaning as those in The Shipping and Seamen Act 1952 and The Shipping (Electronic Navigational Equipment Regulations 1989).

**3. Operation**—(1) All controls shall be of such size and location as to permit normal adjustments to be easily performed and shall be easy to identify.

(2) Adequate illumination shall be provided to enable identification of controls and facilitate reading of displays at all times. Facilities for dimming shall be provided.

**4. Power Supply**—(1) Equipment shall continue to operate in accordance with the requirements of the relevant recommendations in the presence of variations of the power supply normally to be expected in a vessel.

(2) Means shall be incorporated for the protection of equipment from excessive currents and voltages, transients and accidental reversal of the power supply polarity.

(3) If provision is made for operating equipment from more than one source of electrical energy, arrangements for rapidly changing from one source of supply to the other shall be incorporated.

**5. Durability and Resistance to Environmental Conditions**—Equipment shall be capable of continuous operation under the conditions of sea states, vibration, humidity and change of temperature likely to be experienced in the vessel in which it is installed.

**6. Interference**—(1) All reasonable and practicable steps shall be taken to eliminate the causes of, and to suppress, electromagnetic interference between the equipment concerned and other equipment on board.

(2) Mechanical noise from all units shall be so limited as not to prejudice the hearing of sounds on which the safety of the ship might depend.

(3) Each unit of equipment normally to be installed in the vicinity of a standard or a steering magnetic compass shall be clearly marked with the minimum safe distances at which it may be mounted from such compasses.

**7. Miscellaneous**—(1) Equipment shall be so constructed and installed that it is readily accessible for inspection and maintenance purposes. As far as practicable, access to dangerous voltages within equipment shall be prevented.

(2) Information shall be provided to enable competent members of a ship's staff to operate and maintain equipment efficiently.

(3) Equipment shall be provided with an external indication of manufacture, type and/or number.

(4) Equipment shall be installed in such a manner that it is capable of meeting its performance standards.

#### **Part II**

### **Performance Standards for Echo-sounding Equipment**

**8. Introduction**—(1) The echo-sounding equipment shall provide reliable information on the depth of water under a ship to aid navigation.