

(f) the power source shall be proofed against leakage of any chemicals which could damage or cause deterioration of the lifeboat;

(g) the connection between light and power shall be suitably protected;

(h) the lamp, lamp holder and lens shall be so constructed to prevent the ingress of water; and

(i) if the external light is a flashing light, it shall not be fitted with a lens or curved reflector to concentrate the beam.

43. Performance—(1) Internal and External Lights

(a) the lights shall have an operational endurance of not less than 12 hours;

(b) they shall not be damaged in stowage throughout the air temperature range -30°C to $+65^{\circ}\text{C}$; and

(c) they shall operate in a satisfactory manner throughout a seawater temperature of -1°C to $+30^{\circ}\text{C}$.

(2) Internal Light

the light shall be of sufficient luminous intensity to enable survival and equipment instructions to be read.

(3) External Light

(a) the light shall be visible on a dark night with a clear atmosphere at a distance of at least 2 miles

(b) it shall be visible through 360 degrees in a horizontal direction and over as great a segment of the upper hemisphere as is practical when attached to a lifeboat.

(c) in the case of a flashing light it shall flash at a rate of not less than 50 flashes per minute for the first 2 hours of operation.

(d) when fitted to a fire-protected lifeboat, the light should be arranged such that it is protected by the water spray system.

44. Markings—(1) Internal and External Lights

The power source if independent of the lifeboat's battery system shall be marked externally with:

(a) the manufacturer's name or trade mark;

(b) the type and batch number;

(c) date of manufacture and expiry; and

(d) the words "MOT APPROVED" or mark of another approving authority.

(2) If the power source is a chemical pressurised cell it shall be clearly marked with a suitable warning notice.

Dated at Wellington this 31st day of October 1989.

W. P. JEFFRIES, Minister of Transport.

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The Shipping (Liferafts) Notice 1989

Pursuant to section 235 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 (Liferafts) Notice 1989.

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

2. Performance Standard prescribed—The Performance Standard set out in the Schedule to this notice is hereby prescribed for the purposes of the Shipping (Lifesaving Appliances) Regulations 1989.

Schedule

Performance Standard for Liferafts

PART I

Inflatable Liferafts (SOLAS)

1. General—All inflatable liferafts prescribed in this Part shall:

(a) be constructed with proper workmanship and materials;

(b) not be damaged in stowage throughout the air temperature range -30°C to $+65^{\circ}\text{C}$;

(c) be capable of operating throughout an air temperature range of -30°C to $+65^{\circ}\text{C}$, and a sea water temperature range of -1°C to $+30^{\circ}\text{C}$;

(d) be rot-proof, corrosion-resistant, and not be unduly affected by sea water, oil or fungal attack;

(e) be resistant to deterioration from exposure to sunlight;

(f) have a canopy of a highly visible colour;

(g) be fitted with retro-reflective material where this will assist in detection and the dimensions and location of the material shall be to the satisfaction of a Surveyor of Ships;

(h) when fully inflated and floating with the canopy uppermost be stable in a seaway.

2. Construction—(1) Every liferaft shall be so constructed as to be capable of withstanding exposure for 30 days afloat in all sea conditions without such deterioration as would involve any loss of seaworthiness.

(2) The liferaft shall be so constructed that when it is dropped into the water in its container from a height of 18 metres, the liferaft and its equipment will operate satisfactorily. If the liferaft is to be stowed at a height of more than 18 metres above the waterline in the lightest seagoing condition, it shall be of a type which has been satisfactorily drop-tested from at least that height.

(3) The floating liferaft shall be capable of withstanding repeated jumps on to it from a height of at least 4.5 metres above its floor both with and without the canopy erected.

(4) The liferaft and its fittings shall be so constructed as to enable it to be towed at a speed of 3 knots in calm water when loaded with its full complement of persons and equipment and with 1 of its sea-anchors streamed.

(5) The liferaft shall have a canopy to protect the occupants from exposure which is automatically set in place when the liferaft is launched and waterborne. The canopy shall comply with the following:

(a) it shall provide insulation against heat and cold by means of either 2 layers of material separated by an air gap or other equally efficient means; means shall be provided to prevent accumulation of water in the air gap;

(b) its interior shall be of a colour that does not cause discomfort to the occupants;

(c) each entrance shall be clearly indicated and be provided with efficient adjustable closing arrangements which can be easily and quickly opened from inside and outside the liferaft so as to permit ventilation but exclude seawater, wind and cold; liferafts accommodating more than 8 persons shall have at least 2 diametrically opposite entrances;

(d) it shall admit sufficient air for the occupants at all times, even with the entrances closed;

(e) it shall be provided with at least 1 viewing port in liferafts accommodating up to 25 persons and at least 2 diametrically opposite viewing ports in liferafts accommodating more than 25 persons;

(f) it shall be provided with means for collecting rain water;

(g) it shall have sufficient headroom for seated occupants under all parts of the canopy.

(6) The main buoyancy chamber shall be divided into:

(a) not less than 2 separate compartments, each inflated through a non-return inflation valve on each compartment;

(b) the buoyancy chambers shall be so arranged that in the event of 1 of the compartments being damaged or failing to inflate, the intact compartment shall be able to support, with positive freeboard over the liferaft's entire periphery, the number of persons which the liferaft is permitted to