degrees over a former of 50mm radius at a temperature of −45°C without cracking or damage.

(9) The hose shall not distort or be damaged when subjected to a hydraulic pressure of 12.5MPa.

(10) Every hose shall be carefully inspected and marked by the manufacturer's quality inspector.

(11) The hose shall be marked externally with:

(a) name of manufacturer;

(b) part or serial number;

(c) test date;

(d) mark of inspector.

38. Valves—(1) Non-return valves shall be provided at each position where gas from the inflation system enters an inflatable chamber either from the cylinder or another chamber.

(2) A safety relief valve of sufficient flow capacity that it will not be possible to achieve twice the working pressure in the chamber shall be fitted to each chamber inflated directly from the gas cylinder.

(3) A relief valve shall re-seat at a pressure sufficient to maintain rigidity in the buoyancy tubes.

(4) An inlet valve shall be fitted to each chamber inflated directly from the gas cylinder to provide a means of topping up the pressure when necessary using the bellows provided in the equipment pack.

(5) Deflation valves or plugs shall be fitted of sufficient number to enable the inflated chambers of the liferaft to be deflated for re-packing.

(6) Non-return valves or other equivalent arrangements shall be fitted to prevent loss of pressure in the canopy support if either of the buoyancy tubes become damaged.

(7) An inlet valve for topping up the pressure when necessary using the bellows provided in the liferaft equipment pack shall be fitted in the inflated arch support for the canopy.

(8) An inlet valve shall be fitted to the floor so that it can be inflated using the bellows provided in the equipment pack.

(9) A deflation valve or plug shall be fitted to the floor so that it can be deflated for re-packing.

(10) A non return valve or other equivalent arrangement shall be fitted to maintain pressure in the buoyancy tube in the event of damage to the boarding ramp.

(11) Air aspirators if fitted in the inflation system shall be of a type acceptable to the Director. They shall be suitably protected against damage and the ingress of water.

Dated at Wellington this 31st day of October 1989.

W. P. JEFFRIES, Minister of Transport.

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The Shipping (Marine Escape Systems) 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 (Marine Escape Systems) 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 Marine Escape Systems

Part I

Construction and Performance

1. General—(1) A marine escape system shall provide a complete evacuation system for survivors, and shall consist of an inflatable escape chute, an inflatable floating boarding platform, an agreed number of inflatable liferafts and an agreed number of rescue boats or inflated boats.

(2) The systems shall:

(a) be constructed with proper workmanship and materials;

(b) not be damaged in stowage throughout a temperature range of −30°C to +65°C;

(c) be capable of operating throughout an air temperature range of −30°C to +65°C, and a seawater temperature range of −2°C to +30°C;

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

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

(f) be of highly visible colour on all parts that will assist detection;

(g) be fitted with retro-reflective material where it will assist detection;

(h) be sited clear of propellers and stabilisers;

(i) be capable of removal for annual servicing;

(j) be fitted with float free facilities complying with the requirements of Part VI of the Performance Standard for Liferafts on those parts of the system intended for use as inflatable survival equipment;

(k) be provided with a gas inflation arrangement complying with the requirements of Part VIII of the Performance Standard for Liferafts which will by a single action rapidly deploy and inflate the system;

(l) be provided with an additional gas supply of capacity at least 50 percent of that required to inflate the system so that any loss of pressure sustained during a deployment can rapidly be replenished;

(m) if the inflation system includes air aspiration be provided with a means of protecting the aspirator from the danger of damage and the ingress of water;

(n) be capable of satisfactory operation in a seaway.

2. Construction—(1) The container housing the escape chute and boarding platform shall:

(a) be strong enough to withstand the forces which would be imposed upon it in severe weather conditions when the chute and platform is fully deployed and the maximum agreed number of fully loaded inflatable liferafts are attached to the platform; if the system is deployed using a support boom, then both the boom and container shall be strong enough to safely withstand a load which is 200 percent in excess of that imposed upon it in the above condition without causing damage or distortion to either the boom or the container;

(b) be suitably constructed on the outboard side to resist damage and to prevent the ingress of water;

(c) be suitably protected on the inboard side to prevent damage or accidental deployment by unauthorised personnel;

(d) be prominently labelled on the inboard side with clear deployment instructions;

(e) be large enough to house the gas inflation system;

(f) be provided with a secure, but single action quick release of the outer door;

(g) be constructed so that deployment of the system over the side will also activate the inflation arrangements;