

(h) be provided with a safe access to the top of the chute for evacuees;

(i) be provided with a secure, manual release arrangement for the chute so that it can be jettisoned for use if required as additional buoyant support;

(j) be fitted on board with portable securing arrangements so that it can be removed for annual servicing;

(k) be provided with adequate drainage arrangements.

(2) The Escape Chute shall:

(a) consist of a single or double track slide with each track of sufficient width to provide unrestricted evacuation by persons wearing an approved type of lifejacket;

(b) be of sufficient strength in its fully inflated condition to safely support a load of 300kg (150kg for a single track slide) at mid length without bending or distorting;

(c) be subdivided such that the loss of gas in any 1 compartment will not restrict its operational use as a means of evacuation;

(d) be provided with a slide path which will drain quickly and be safe to operate in wet conditions;

(e) be provided with vertically inflated panels on each side of the slide path of sufficient depth to permit safe evacuation in severe weather conditions;

(f) be effectively connected to the chute container by arrangements which are capable of withstanding a load which is at least 200 percent greater than the load imposed in the maximum loaded condition.

(3) The Boarding Platform shall:

(a) be stable in a seaway and provide a safe working area for the system operators;

(b) be self draining;

(c) be subdivided in such a way that the loss of gas from any 1 compartment will not restrict its operational use as a means of evacuation;

(d) be capable of supporting twice the number of persons carried in the largest inflatable liferaft associated with the system;

(e) be constructed in accordance with the buoyancy and floor area parameters stated in Part I of the Performance Standard for Liferrafts;

(f) be fitted with stabilising waterpockets designed in accordance with the standards stated in Part I of the Performance Standard for Liferrafts;

(g) be restrained by a bousing line which is designed to deploy automatically as the system inflates, to prevent it drifting to a position where it would be deployed at an angle of more than 45° to the ship's side;

(h) be provided with mooring and bousing line patches of sufficient strength to tie off the largest inflatable liferaft associated with the system;

(i) be provided with a means of quick release from the chute, and if intended for use as an inflatable liferaft, comply with the appropriate requirements of Part I of the Performance Standard for Liferrafts.

3. Performance of the System—A marine escape system shall:

(a) be capable of deployment by 1 person at the embarkation position;

(b) not interfere with the deployment of any other life-saving equipment fitted in the ship;

(c) be capable of evacuating 200 percent of its designed capacity without significant deterioration of the slide paths;

(d) be capable of satisfactory operation in a seaway;

(e) enable the total number of persons for which it is designed

to be transferred from the ship into the inflated liferafts within a period of 30 minutes in the case of a passenger ship;

(f) be capable of being deployed from a passenger ship with a trim and list 50 percent in excess of the limits in the final stage of flooding set by the requirements of the Shipping (Construction) Regulations 1989.

(g) for initial approval, be evaluated by means of timed evacuation deployments conducted both in harbour and at sea.

4. Associated Inflatable Liferrafts—An inflatable liferaft used in conjunction with the marine escape system shall:

(a) conform with the requirements of Part I of the Performance Standard for Liferrafts;

(b) be sited close to the system container but be capable of dropping clear of the deployed chute and boarding platform;

(c) be capable of release from its stowage rack with arrangements which will enable it to be moored and inflated alongside the boarding platform;

(d) be capable of release from its stowage rack as an independent item of life-saving equipment;

(e) be provided with float free arrangements complying with the requirements of Part VI of the Performance Standard for Liferrafts.

5. Instructions and Information—Instructions and information required for inclusion in the training manual specified in Part I of the Performance Standard for Training Manual and Maintenance Instructions and in the instructions for on-board maintenance specified in Part II of the Performance Standard for Training Manual and Maintenance Instructions shall be in a form suitable for inclusion in such training manual and instructions for on-board maintenance. Instructions and information shall be in English in a clear and concise form and shall include the following:

(a) general description of the system;

(b) installation arrangements;

(c) operational instructions for the system, and associated survival craft;

(d) on-board maintenance requirements;

(e) servicing requirements.

Part II

Training

6. Facilities for crew training in the use of marine escape systems shall include:

(a) the provision on board of an operational manual for the system and its associated inflatable liferafts;

(b) the provision of on-board training aids;

(c) the provision ashore of a training course including as far as is possible practical exercises with full size equipment.

Dated at Wellington this 31st day of October 1989.

W. P. JEFFRIES, Minister of Transport.

LU1

The Shipping (Launching Appliances and Embarkation Ladders) 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 (Launching Appliances and Embarkation Ladders) 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