

$$S = 0.4 + (0.02 \times H)$$

where S = speed of lowering in metres per second  
and H = height in metres from davit head, at the outboard position, to the waterline at the lightest seagoing condition.

In the case of a ship where "H" exceeds 30 metres the lowering speeds need not exceed 1 metre per second.

(4) Notwithstanding the requirements of sub-clause (3) of this clause the speed of lowering shall not exceed 1.3 metres per second.

(5) The brake gear of the winch shall include means for automatically controlling the speed of lowering to within the limits specified in sub-clauses (3) and (4) of this clause. A ratchet gear shall be incorporated in the winch.

(6) Hand gear handles shall not be rotated by moving parts of the winch when the inflated boat is being lowered or hoisted by power.

(7) The launching mechanism shall be so arranged that it may be actuated by 1 person from a position on the ship's deck. The launching arrangements shall be such that the winch operator on the ship's deck is able to observe the boat at all times during the lowering.

**32. Wire Rope Falls**—(1) Wire rope-falls shall be of rotation-resistant and corrosion-resistant steel wire rope.

(2) The breaking tensile load of each wire rope used for lowering shall be not less than 6 times the maximum load on the wire rope when lowering, hoisting or stowing.

(3) Wire ropes shall be securely attached to the drum of the winch, and the end attachments of the wires and other parts from which the inflated boat is to be suspended shall be capable of withstanding a proof load of not less than 2.2 times the load on such attachments and other parts.

(4) Where wire rope splices or ferrule-secured eye terminals are used they shall be capable of withstanding a proof test of not less than 2.2 times the load imposed on them in service.

(5) The falls of the inflated boat launching appliance shall be at least long enough to reach the water with the ship at her lightest sea-going condition under unfavourable conditions of trim and listed to 20° either way.

**33. Cordage Rope Falls**—(1) Cordage rope falls shall be of manila or some other suitable material and shall be durable, unkinkable, firm laid and pliable. They shall be able to pass freely under any conditions through a hole 10 millimetres larger than the nominal diameter of the rope. The breaking load of each rope used for lowering inflated boats shall be not less than 6 times the maximum load on the rope when lowering or hoisting. Winding reels or flaking boxes for the manila rope falls shall be provided.

(2) Such falls shall be at least long enough to reach the water with the ship at her lightest sea-going condition and listed to 20° either way.

**34. Bollards**—(1) Suitable bollards or other equally effective appliances for lowering any inflated boat shall be provided in all cases where cordage rope falls are used. Such bollards or other appliances shall be sited so as to ensure that the inflated boat served by them can be safely lowered, the fairleads or lead sheaves shall be fitted so as to ensure that it shall not be lifted during the process of turning out or swinging out.

## Part V

### Embarkation Ladders

**35. Construction**—(1) The steps of the embarkation ladder shall be:

- (a) made of hardwood, free from knots or other irregularities, smoothly machined and free from sharp edges and splinters, or of suitable material of equivalent properties;
- (b) provided with an efficient non-slip surface either by

longitudinal grooving or by the application of an approved non-slip coating;

(c) not less than 480mm long, 115mm wide and 25mm in depth, excluding any non-slip surface or coating;

(d) equally spaced not less than 300mm or more than 380mm apart and secured in such a manner that they will remain horizontal.

(2) The side ropes of the embarkation ladder shall consist of 2 uncovered manila ropes not less than 65mm in circumference on each side. Each rope shall be continuous with no joints below the top step. Other materials may be used provided the dimensions breaking strain, weathering, stretching and gripping properties are at least equivalent to those of manila rope. All ends shall be seized or secured to prevent unravelling.

Dated at Wellington this 31st day of October 1989.

W. P. JEFFRIES, Minister of Transport.

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### *The Shipping (Emergency Position-Indicating Radio Beacons) 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 (Emergency Position-Indicating Radio Beacons) 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 Emergency Position-Indicating Radio Beacons*

#### Part I

### *Emergency Position-Indicating Radio beacons (Solas) for Use on Any Ship*

**1. Introduction**—(1) This performance standard sets out the minimum requirements for maritime Emergency Position-Indicating Radio Beacons (EPIRBs).

(2) EPIRBs are defined as stations in the mobile service, the emission of which are intended to facilitate search and rescue operations.

(3) The EPIRBs described in this specification are intended only for transmission of radio signals on 121.5 MHz and 243 MHz for alerting by and locating vessels or their survival craft in distress.

**2. Construction**—(1) The EPIRB shall primarily be designed to operate when floating in the sea, but shall also operate satisfactorily on a ship's deck or in a survival craft.

(2) In all respects the mechanical and electrical design, construction and finish of the equipment shall conform with good engineering practice.

(3) The equipment shall be designed to minimise the risk of internal and external damage during use or stowage.

(4) The exterior of the equipment shall have no sharp edges or projections which could easily damage inflatable rafts or injure personnel.

(5) The general construction and method of operation shall provide a high degree of proof against inadvertent operation due to magnetic influences, handling, stowage and transit