

be such that the rescue boat can also be boarded and launched from the embarkation deck.

**13. Float-free arrangements for liferafts**—On every ship of Class I or Class II to which this Code of Practice applies every liferaft shall be stowed with its painter permanently attached to the ship and with a float-free launching arrangement so that, as far as practicable the liferaft floats free and, if inflatable, inflates automatically when the ship sinks.

**14. Survival craft radio equipment**—(1) Every ship of Class I to which this Code of Practice applies shall be provided with survival craft radio equipment determined in accordance with the following table:

<i>No. of persons certified to carry</i>	<i>Portable Radio Equipment</i>	<i>Lifeboat Radiotelegraph Installation</i>
13–199	1	–
200–1499	1	1
1500 or more	–	2 (1 on each side)

(2) Every ship of Class II to which this Code of Practice applies which is engaged on voyages exceeding 12 hours duration shall be provided with portable radio equipment.

**15. Two-way radiotelephone sets**—Every ship of Class I or Class II to which this Code of Practice applies shall be provided with at least 3 two-way radiotelephone sets.

**16. Emergency Position-Indicating Radio Beacons**—Every ship of Class I or Class II to which this Code of Practice applies shall carry on each side of the ship at least 1 survival craft emergency position-indicating radio beacon so stowed that it can be readily placed in any survival craft.

**17. Training and instructions in operation of lifesaving appliances**—Every ship of Class I or Class II to which this Code of Practice applies shall be provided with:

(a) posters or signs showing operating instructions on or in the vicinity of survival craft and their launching controls;

(b) a training manual in each crew messroom and recreation room or in each crew cabin; and

(c) instructions for on-board maintenance of life-saving appliances or a shipboard planned maintenance programme which includes the maintenance of life-saving appliances.

(d) on the bridge, a copy of the table "Life-Saving Signals and Rescue Methods, SOLAS No.1" published by the United Kingdom Department of Transport.

**18. Emergency means for two-way communication**—Every ship of Class I or Class II to which this Code of Practice applies shall be provided with an emergency means for two-way communication (which may be fixed or portable equipment or both) between emergency control stations, muster and embarkation stations and strategic positions on board.

**19. General emergency alarm and public address system**—Every ship of Class I or Class II to which this Code of Practice applies shall be provided with a general emergency alarm system and in addition either a public address system or other suitable means of communication; and

**20. Emergency lighting**—(1) In every ship of Class I or II to which this Code of Practice applies, an electric lighting system shall be provided throughout the ship and in particular upon the decks from which lifeboats and liferafts are embarked. Provision shall also be made in every such ship for electric lighting for:

(a) illumination of the launching gear and of the lifeboats, and of the liferaft launching appliances where provided and the liferafts which they serve, during the preparation for and process of launching; and

(b) for illuminating the water into which the lifeboats and those liferafts served by launching appliances are launched until the process of launching is completed; and

(c) for illuminating the stowage position of liferafts for which launching appliances are not provided. The lighting shall be operated from the ship's main generating plant and shall be so arranged that power may be supplied from the emergency source of power.

(2) In every ship of Class I or II to which this Code of Practice applies, the exit from every main compartment occupied by passengers or crew shall be continuously lighted by an emergency electric lamp, operated from the ship's main generating plant and so arranged that power may be supplied from the emergency source of power.

Dated at Wellington this 31st day of October 1989.

W. P. JEFFRIES, Minister of Transport.

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## The Lifesaving Appliances (Code of Practice for Class III Ships) 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 Lifesaving Appliances (Code of Practice for Class III Ships) Notice 1989.

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

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

### Schedule

#### Code of Practice for Class III Ships

**1. Interpretation**—In this Schedule, unless the context otherwise requires:

"The Act" means the Shipping and Seamen Act 1952.

"Certified" means certified by a certificate issued under section 219 of the Act or accepted by a surveyor as equivalent to such certificate for the purposes of this Schedule.

"Child" means a passenger weighing less than 32 kg and the term "childrens lifejacket" shall mean a lifejacket approved for use by a person weighing less than 32 kg.

"Class III ship" means a passenger ship engaged on daylight excursions in the coastal trade.

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

"Motor lifeboat" means a lifeboat propelled by an internal combustion or compression ignition engine.

"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 Act have the meaning so defined.

**2. Application**—This Schedule applies to Class III Ships except such ships which are hydrofoil ships or surface effect ships.

**3. Lifeboats and liferafts**—(1) Every ship of Class III shall carry either:

(a) On each side of the ship lifeboats of sufficient aggregate capacity to accommodate 1/2 of the number of persons which the ship is certified to carry; or

(b) Such lifeboats and liferafts as are together sufficient for the total number of persons which the ship is certified to carry;