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 boat and its equipment;

(b) installation arrangements;

(c) operational instructions including use of associated survival equipment;

(d) survival instructions;

(e) emergency repair instructions;

(f) deployment, boarding and launching instructions;

(g) method of launching from within the boat;

(h) release from launching appliance;

(i) on board maintenance requirements;

(j) servicing requirements;

(k) use of engine and accessories;

(l) recovery of boat including stowage and securing.

20. Access into boats—(1) Every passenger ship inflated rescue boat shall be so arranged that it can be rapidly boarded by its rescue complement of persons. Rapid disembarkation shall also be possible.

(2) Every cargo ship inflated rescue boat shall be so arranged that it can be boarded by its rescue complement of persons in not more than 3 minutes from the time the instruction to board is given. Rapid disembarkation shall also be possible.

PART IV

Rescue Boat Disengaging Gears

21. (1) Except in the case of single point suspension the rescue boat disengaging gear shall be so arranged that all hooks are released simultaneously on the operation of the control mechanism.

(2) The means of effecting release shall be placed near the coxswain's position.

(3) The gear shall have 2 release capabilities;

(a) a normal release capability which will release the rescue boat only when it is waterborne or when there is no load on the hook(s);

(b) an on-load release capability which will release the rescue boat with a load on the hook(s). This release shall be so arranged as to release the rescue boat under any condition of loading from no-load with the rescue boat waterborne to a load of 1.1 times the total mass of the rescue boat when loaded with its full certified complement of persons and equipment. This release shall be adequately protected against accidental or premature use.

(4) The means of connection between the hook(s), safety device and the operating lever or release unit shall:

(a) be arranged and led so as to ensure the efficient operation of the gear;

(b) wherever necessary be properly cased in for the safety or efficient action of the gear or for the protection of persons from injury; and

(c) where cased in, means shall be provided for lubricating this equipment.

(5) The release control(s) are to be clearly marked in a colour that contrasts with its surroundings, and a suitably worded instruction plate indicating the method of safe operation of the gear shall be provided.

(6) Such parts of the gear as would otherwise be likely to be set fast by rust or corrosion shall be made of non-corrodible metal.

(7) The mechanism shall be designed with a factor of safety of 6 based on the ultimate strength of the materials used, assuming that the mass of the rescue boat is equally distributed.

Dated at Wellington this 31st day of October 1989.

W. P. JEFFRIES, Minister of Transport.

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The Shipping (Survival Craft Equipment) 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 (Survival Craft Equipment) 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 Survival Craft Equipment

Part I—Sea Anchors

1. Interpretation—In this performance standard unless the context otherwise requires:

"Approved" means approved in writing by the Chief Surveyor, other terms have the same meanings as defined in the Shipping and Seamen Act 1952 and the Shipping (Lifesaving Appliances) Regulations 1989.

2. Shape and dimensions—(1) A sea anchor shall be conical in shape and have the following dimensions:

Sea Anchor

Craft	Minimum Mouth Diameter (mm)	Minimum Sloping Length (mm)	Minimum Sloping Length of Shroud Lines (mm)
Liferafts up to 10 person capacity	400	600	600
Liferafts 11 person capacity up to 25 person capacity and inflated boats	500	670	670
Liferafts over 25 person capacity,lifeboats and rescue boats up to 6m in length	600	780	780
Lifeboats and rescue boats over 6m in length and up to 9m in length	700	920	920
Lifeboats over 9m in length	800	1050	1050

3. Material—(1) The sea anchor material shall be porous, slightly stiff and shall allow a water penetration of between 10 and 12 cubic centimetres per second per square centimetre at a pressure of 550Pa (roughly equivalent to a speed through water of 2 knots).

4. Painter line—(1) The painter line used to secure the sea anchor to a liferaft or boat shall:

(a) be inherently rot proof and of braided construction;

(b) be 30 metres long; not less than 8mm in diameter and have a breaking load including attachments and knots of not less than:

(i) 7.5 kilonewtons for liferafts up to 10 person capacity;