

Part IV**Lifebuoy Self-activating Smoke Signals**

11. Construction—(1) A lifebuoy self-activating smoke signal shall be constructed with proper workmanship and materials.

(2) As applicable the materials of a lifebuoy self-activating smoke signal shall be rot-proof, corrosion resistant, and not be unduly affected by sea water, oil or fungal attack.

(3) It shall be constructed to withstand a drop into the water from the height at which it is stowed above the waterline in the lightest seagoing condition or 30 metres, whichever is the greater, without impairing either its operating capability or that of the lifebuoy to which it is attached.

(4) It shall be provided with means for being efficiently attached to a lifebuoy.

(5) A lifebuoy self-activating smoke signal may also be provided with a self-igniting light which shall comply with the requirements of Part III of this performance standard.

12. Performance

(a) A lifebuoy self-activating smoke signal shall not be damaged in stowage throughout the air temperature range -30°C to $+65^{\circ}\text{C}$.

(b) It shall operate throughout a sea water temperature range of -1°C to $+30^{\circ}\text{C}$.

(c) It shall be resistant to deterioration from exposure to sunlight.

(d) It shall be capable of satisfactory operation in a seaway.

(e) A lifebuoy self-activating smoke signal shall emit smoke of a highly visible colour at a uniform rate for a period of at least 15 minutes when floating in calm water.

(f) It shall not ignite explosively or emit any flame during the entire smoke emission time of the signal.

(g) It shall not be swamped in a seaway.

(h) It shall continue to emit smoke when fully submerged for a period of at least 10 seconds.

(i) It shall be capable of quick release from its stowed position.

(j) It shall be safe to operate in waters covered by a low flashpoint liquid.

(k) All components, composition and ingredients of the lifebuoy self-activating smoke signal, and the energy source of the self-igniting light if provided shall be of such character and quality as to enable them to maintain their serviceability under good average stowage conditions in the marine environment for a period of at least 3 years, unless in the case of a self-igniting light energy source it is possible to readily renew the energy source.

13. Marking—A lifebuoy self-activating smoke signal shall be marked indelibly with:

(a) the manufacturer's name or trade mark;

(b) the lot number or other means of identifying the signal;

(c) the words "M.O.T. APPROVED" or the mark of another approving authority;

(d) clear and concise directions for use in English supported where necessary by illustrations;

(e) the date of manufacture and date of expiry;

(f) type of energy source in the case of a signal provided with a self-activating light; and

(g) maximum height above the waterline at which it can be stowed.

14. Instructions and information—(1) Instructions and information required for inclusion in the training manual specified in Part I of the Performance Standard on Training Manual and Maintenance Instructions and, if appropriate, in the instructions for on-board maintenance specified in Part II

of the Performance Standard on Training Manual and Maintenance Instructions shall be in a form suitable for inclusion in such a training manual or instructions for on-board maintenance. Instructions and information shall be in English in a clear and concise form and shall include the following:

(a) the stowage of signal and attachment to lifebuoy;

(b) type of energy source of self-igniting light if provided and if replaceable, method and frequency of replacement;

(c) type of light source of self-igniting light if provided and whether replaceable;

(d) any maintenance requirements including the method, and recommended frequency of checks of energy source of self-igniting light if provided and if energy source capable of checking; and

(e) operation of signal and duration.

Part V**Lifebuoy Buoyant Lifelines**

15. Construction—(1) A lifebuoy buoyant lifeline shall be non-kinking.

(2) It shall have a diameter of not less than 8mm.

(3) It shall have a breaking strength of not less than 5 kilonewtons.

(4) It shall be resistant to deterioration from exposure to sunlight.

(5) It shall have a length not less than twice the height at which it is stowed above the waterline in the lightest seagoing condition, or 30 metres, whichever is the greater. On ships of less than 12 metres in length the lifeline shall be at least 18 metres in length.

Dated at Wellington this 31st day of October 1989.

W. P. JEFFRIES, Minister of Transport.

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The Shipping (Immersion Suits and Thermal Protective Aids) 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 (Immersion Suits and Thermal Protective Aids) 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 Immersion Suits and Thermal Protective Aids****Part I****Immersion Suits**

1. Construction—(1) An immersion suit shall be constructed with proper workmanship and of proper waterproof materials acceptable to the Chief Surveyor.

(2) As applicable the materials of the suit shall be rot-proof, corrosion resistant and not be unduly affected by sea water, oil or fungal attack.

(3) An immersion suit shall be of a highly visible colour on all parts where this will assist detection.

(4) It shall be fitted with retro-reflective material where this will