

Hands shall also be covered unless permanently attached gloves are provided.

(5) It shall be of a highly visible colour on all parts where this will assist detection.

(6) It shall be protected by waterproof packaging which can be opened with wet or cold hands.

6. Performance—(1) A thermal protective aid shall not be damaged in stowage throughout the air temperature range -30°C to $+65^{\circ}\text{C}$.

(2) It shall function properly throughout the air temperature range -30°C to $+20^{\circ}\text{C}$.

(3) It shall function throughout the sea water temperature range -1°C to $+30^{\circ}\text{C}$ if designed to be worn in a seaway.

(4) It shall be capable of being unpacked and easily donned without assistance in a survival craft or rescue boat.

(5) It shall permit the wearer to remove it in the water in not more than 2 minutes, if it impairs ability to swim.

7. Marking—The thermal protective aid packaging shall be marked with:

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

(2) instructions for use;

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

8. 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 shall be in a form suitable for inclusion in such a training manual. Instructions and information shall be in English in a clear and concise form and shall include the following:

- (a) stowage in lifeboats and liferafts;
- (b) unpacking;
- (c) donning in a survival craft;
- (d) removal in the water (if applicable);
- (e) purpose, and when it should be used;
- (f) whether or not ability to swim is impaired when wearing the aid; and
- (g) inspection recommendations.

Dated at Wellington this 31st day of October 1989.

W. P. JEFFRIES, Minister of Transport.
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The Shipping (Dinghies) 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 (Dinghies) 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 Dinghies

1. General—(1) All dinghies shall:

- (a) be constructed with proper workmanship and materials;
- (b) not be damaged in stowage throughout the air temperature range -30°C to $+65^{\circ}\text{C}$;

(c) be capable of operating throughout the seawater temperature range -1°C to $+30^{\circ}\text{C}$;

(d) be rot-proof, corrosion-resistant, and not be unduly affected by seawater, oil or fungal attack;

(e) be resistant to deterioration from exposure to sunlight;

(f) be of a highly visible colour on all parts where this will assist detection

(g) be fitted with retro-reflective material where this will assist in detection and the dimensions and location of the material shall be to the satisfaction of a Surveyor of Ships;

(h) be capable of satisfactory operation in a sea environment.

2. Construction—(1) All dinghies shall be properly constructed in compliance with the provisions of NZS 5829 Part I or such equivalent standard as may be approved by the Chief Surveyor.

(2) All dinghies shall be not less than 3.5 metres in length.

3. Dinghy—(1) Inboard Engine

(a) Where a dinghy is powered by an inboard engine it shall be of the compression ignition type. No engine shall be used for any dinghy if its fuel has a flashpoint of 43°C or less (Closed Cup Test) and the engine shall:

(i) be provided with either a manual starting system, or a power starting system with 2 independent rechargeable energy sources. Any necessary starting aids shall also be provided; the engine starting systems and starting aids shall start the engine at an ambient temperature of -15°C within 2 minutes of commencing the start procedure unless, in the opinion of the Chief Surveyor having regard to the particular voyages in which the ship carrying the dinghy is constantly engaged, a different temperature is appropriate; the starting systems shall not be impeded by the engine casing, thwarts or other obstructions;

(ii) be capable of operating for not less than 5 minutes after starting from cold with the dinghy out of the water; and

(iii) be capable of operating when the dinghy is flooded up to the centreline of the crank shaft.

(2) Outboard Engine

(a) A petrol-driven outboard engine with an approved fuel system may be fitted to a dinghy provided the tank is specially protected against fire and explosion.

(b) A petrol engine shall be provided with either a manual starting system, or a power starting system. Any necessary starting aids shall also be provided. The engine starting systems and starting aids shall start the engine at an ambient temperature of -15°C within 2 minutes of commencing the start procedure unless, in the opinion of the Chief Surveyor having regard to the particular voyages in which the ship carrying the dinghy is constantly engaged, a different temperature is appropriate. The starting systems shall not be impeded by the engine casing, thwarts or other obstructions.

(3) Unless the propeller is so arranged so as to avoid its rotation constituting a danger to people in the water adjacent to it the drive arrangement between the prime mover and the propeller shall be such that the propeller can be brought to rest without stopping the prime mover. Provision shall be made for ahead and astern propulsion of the dinghy.

(4) The exhaust pipe shall be so arranged as to prevent water from entering the engine in normal operation.

(5) All dinghies shall be designed with due regard to the safety of persons in the water and to the possibility of damage to the propulsion system by floating debris.

(6) The dinghy engine, transmission and engine accessories shall be enclosed in a fire-retardant casing or other suitable arrangements providing similar protection. Such arrangements shall also protect persons from coming into accidental contact with hot or moving parts and protect the engine from