

(4) In every ship of Class IV each lifeboat, rescue boat, inflated boat or dinghy shall be attached to a separate set of davits or shall have other alternative means of launching approved by a surveyor.

**4. Lifebuoys**—(1) Every ship of Class IV shall carry at least the number of lifebuoys specified in the following table:

<i>Length of Ship in Metres</i>	<i>Minimum Number of Lifebuoys</i>
Less than 9	1
9 or more but less than 15	2
15 or more but less than 24	3
24 or more but less than 35	4
35 or more but less than 60	6
60 or more	8

(2) Where only 1 lifebuoy is carried it shall be provided with a buoyant lifeline and a self-igniting light and where 2 or more lifebuoys are carried at least 1 lifebuoy shall be provided with a buoyant lifeline and at least 1 lifebuoy with a self-igniting light. Provided that on any ship of Class IV certified for operation in day light only, self-igniting lights shall not be required to be provided.

**5. Total buoyancy requirements**—Every ship of Class IV shall carry such liferafts, buoyant apparatus, lifebuoys, or lifejackets as will be sufficient together with the lifeboats (if any) and lifebuoys carried in compliance with clause 3 and 4 of this Code of Practice for 120 per cent of the total number of persons the ship is certified to carry.

**6. Stowage of liferafts and buoyant apparatus**—On every ship of Class IV, liferafts and buoyant apparatus shall be so stowed that they can be readily placed in the water on either side of the ship.

**7. Stowage of lifejackets**—(1) On every ship of Class IV all lifejackets carried in accordance with the requirements of clause 5 of this Code of Practice shall be stowed in locations approved by a Surveyor and shall be readily accessible to persons on board in an emergency. Lifejackets for berthed passengers may be stowed adjacent to their berths and lifejackets for unberthed passengers shall be stowed in or adjacent to public rooms or muster stations.

(2) Where due to the particular arrangements of a ship, the lifejackets provided in compliance with the requirements of this Code of Practice may become inaccessible, alternative provisions shall be made to the satisfaction of a Surveyor which may include an increase in the number of lifejackets to be carried.

**8. Distress flares**—Every ship of Class IV shall carry at least 2 buoyant smoke signals.

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 V 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 V 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 V 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

“Class V ship” means a passenger ship plying within river limits.

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

“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 V Ships except such ships which are hydrofoil ships or surface effect ships.

**3. Lifeboats, rescue boats, inflated boats and dinghies**—(1) Every ship of Class V of 35 metres or more in length shall carry at least 1 lifeboat, rescue boat, inflated boat or dinghy capable of being launched on 1 side of the ship or over the stern.

(2) Every lifeboat, rescue boat, inflated boat or dinghy carried in a ship of Class V shall be attached to a separate set of davits, or have other alternative means of launching accepted by a Surveyor.

**4. Lifebuoys**—(1) Every ship of Class V shall carry at least the number of lifebuoys specified in the following table:

<i>Length of Ship in Metres</i>	<i>Minimum Number of Lifebuoys</i>
Less than 9	1
9 or more but less than 15	2
15 or more but less than 24	3
24 or more but less than 35	4
35 or more but less than 60	6
60 or more	8

(2) Where only 1 lifebuoy is carried it shall be provided with a buoyant lifeline and a self-igniting light and where 2 or more lifebuoys are carried at least 1 lifebuoy shall be provided with a buoyant lifeline and at least 1 lifebuoy provided with a self-igniting light. Provided that if the ship is certified for operation in day light hours only, self igniting lights shall not be required.

**5. Total buoyancy requirements**—Every ship of Class V shall carry such liferafts, buoyant apparatus, lifebuoys or lifejackets as will be sufficient, together with the boats' (if any) and lifebuoys carried in compliance with clause 3 and 4 of this Code of Practice for 100 per cent of the total number of persons the ship is certified to carry.

**6. Stowage of liferafts and buoyant apparatus**—On every ship of Class V liferafts and buoyant apparatus shall be so stowed that they can be readily placed in the water on either side of the ship.

**7. Stowage of lifejackets**—(1) On every ship of Class V lifejackets shall be stowed in locations approved by a Surveyor and shall be readily accessible to persons on board in an emergency. Lifejackets for berthed passengers may be stowed adjacent to their berths and lifejackets for unberthed passengers shall be stowed in or adjacent to public rooms or muster stations.

(2) Where due to the particular arrangements of a ship, the