

protected space. The expansion ratio of the foam shall not exceed 12 to 1.

6. The means of control of any such systems shall be readily accessible and simple to operate and shall be grouped together in as few locations as possible at positions not likely to be cut off by a fire in the protected space.

Dated at Wellington this 31st day of October 1989.

W. P. JEFFRIES, Minister of Transport.

lu24

The Shipping (Portable Fire Extinguishers) 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 (Portable Fire Extinguishers) 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 (Fire Appliances) Regulations 1989.

Schedule

Performance Standard for Portable Fire Extinguishers

1. Except where specified in the Codes of Practice issued under The Shipping (Fire Appliances) Regulations 1989 the capacity of portable fire extinguishers shall be as follows:

(1) Portable fire extinguishers (other than carbon dioxide, or dry powder fire extinguishers) shall, if they are a type discharging fluid, have a capacity of not more than 13.5 litres and not less than 9 litres.

(2) Portable carbon dioxide fire extinguishers shall have a capacity of not less than 3 kilogrammes of carbon dioxide.

(3) Portable dry powder fire extinguishers shall have a capacity of not less than 4.5 kilogrammes of dry powder.

(4) Portable fire extinguishers of other types shall be of not less than the fire extinguishing equivalent of a 9 litre fluid fire extinguisher and as portable as a 13.5 litre fluid extinguisher.

2. Portable fire extinguishers for use in accommodation or service spaces of any ship shall so far as practicable have a uniform method of operation.

3. Fire extinguishers provided for use in any ship shall not be of a type which contains an extinguishing medium which either itself or when in use gives off toxic gases in such quantities as to be harmful to persons.

4. The capacity of any fire extinguisher other than a carbon dioxide fire extinguisher shall be taken to be the greatest volume or mass of extinguishing medium which it can contain when sufficient space is left to ensure the proper operation of the extinguisher.

5. The capacity of a carbon dioxide fire extinguisher shall be taken to be the greatest mass of carbon dioxide which it can safely contain in a tropical climate.

6. Specifications relating to scope, contents, operation, construction, and marking of fire extinguishers manufactured in New Zealand shall be to New Zealand Standard Specifications as follows:

(1) Portable water, foam, and dry powder fire extinguishers to NZSS 4506:1978.

(2) Portable carbon dioxide fire extinguishers to NZSS 4508:1979.

7. Specifications relating to scope, contents, operation,

construction, and marking of fire extinguishers manufactured outside New Zealand shall be to British Standard 5423:1987.

Dated at Wellington this 31st day of October 1989.

W. P. JEFFRIES, Minister of Transport.

lu25

The Fire Appliances (Code of Practice for Ships of Classes I and II) 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 Fire Appliances (Code of Practice for Classes I and II 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 (Fire Appliances) Regulations 1989.

Schedule

Code of Practice for Ships of Classes I and II

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

“The Act” means the Shipping and Seamen Act 1952:

“Accommodation spaces” means passenger spaces, public spaces, corridors, lavatories, cabins, offices, crew spaces, shops, isolated pantries and lockers and similar spaces:

“Approved” means approved in writing by the Director:

“Chief Surveyor” means the officer of the Ministry of Transport for the time being holding the appointment of Chief Surveyor of Ships; and includes his deputy:

“Classes I and II” are as stated in The Shipping (Fire Appliances) Regulations 1989.

“Control station” means any space in which radio, main navigating equipment, or the emergency source of electrical power is centralised:

“Crew space” has the same meaning as the expression “crew accommodation”, as defined in The Shipping and Seaman Act 1952.

“Existing ship” means a ship which is not a new ship.

“General Code” means The Fire Appliances (Code of Practice for General Regulations for Fire Appliances) Notice 1989.

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

“Main vertical zone” means those sections into which the hull, superstructure, and deckhouses are divided by “A” class divisions the mean length of which on any one deck does not, except in special circumstances, exceed 40m:

“Machinery spaces of category ‘A’” means those spaces and trunks to such spaces which contain—

(a) internal combustion machinery used for main propulsion; or

(b) internal combustion machinery used for purposes other than main propulsion where such machinery has in the aggregate a total power output of not less than 375 kW; or

(c) any oil-fired boiler or oil fuel unit.

“Machinery spaces” means all machinery spaces of category A and all other spaces containing propulsion machinery, boilers, oil fuel units, steam and internal combustion engines, generators and major electrical machinery, oil filling stations, refrigerating, stabilising, ventilation and