

and not less than 1 such extinguisher shall be required in any space containing only auxiliary machinery.

11. Fire extinguishing appliances in other machinery spaces—In every ship of Class I or Class II where a fire hazard exists in any machinery space for which no specific provisions for fire extinguishing are required by clauses 8, 9 or 10 of this code there shall be provided in, or adjacent to, that space a sufficient number of portable fire extinguishers to ensure that at least 1 extinguisher is not more than 10m walking distance from any position within that space unless equivalent means of fire extinction are provided.

12. Fire crew outfits—(1) Every ship of Class I, and every ship of Class II of 24m in length or over, shall carry 2 fire crew outfits and in addition 2 fire crew outfits and 2 sets of personal equipment comprising items 1(a)(b) and (c) of clause 5 of the Performance Standard, The Shipping (Miscellaneous Fire Appliances) Notice 1989, for every 80m, or part thereof, of the aggregate of the lengths of all passenger spaces and service spaces on the deck which carries such spaces or, if there is more than one such deck, on the deck which has the largest aggregate of such lengths.

(2) Every ship of Class II of less than 24m in length shall carry at least 1 fire crew outfit.

(3) Every fire crew outfit shall comply with the requirements of clause 20 of the General Code and with the Performance Standard referred to therein.

(4) In every ship of Class I and every ship of Class II of 24m in length or over carrying more than 36 passengers there shall be provided for each pair of breathing apparatus, a water-fog applicator which shall be stored adjacent to such apparatus.

(5) In every ship of Class I or Class II provided with breathing apparatus of the air hose type where an air hose of more than 36m in length would be necessary to reach from the open deck well clear of any hatch or doorway to any part of the accommodation, service, cargo or machinery spaces, at least 1 breathing apparatus of the self contained type shall be provided.

13. International shore connection—Every ship of Class I or Class II, with a gross tonnage of 500 or over shall be provided with at least 1 international shore connection, which shall comply with the requirements of the Performance Standard referred to in clause 19 of the General Code to enable water to be supplied from another ship or from the shore to the fire main, and fixed provision shall be made to enable such a connection to be used on the port side and on the starboard side of the ship.

Dated at Wellington this 31st day of October 1989.

W. P. JEFFRIES, Minister of Transport.

t1

The Fire Appliances (Code of Practice for Ships of Class III) 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 Class III 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 Class III

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:

“Class III” is 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 Requirements 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 air-conditioning machinery, and similar spaces, and trunks to such spaces:

“New ship” means a ship of which the keel is laid, or in respect of which a similar stage of construction is reached, in the case of a ship of Class III on the date of commencement of this notice;

and for the purpose of this definition, “similar stage of construction” means the stage at which construction identifiable with the ship comprises at least 50 tonnes or 1 percent of the estimated mass of the structural material of the completed ship, whichever is the less. A cargo ship whenever built, which is converted to a passenger ship shall be treated as a passenger ship constructed on the date on which such a conversion commences.

“Oil-fuel unit” means the equipment used for the preparation of oil fuel for delivery to the oil burners of an oil-fired boiler, or equipment used for the preparation of heated oil for delivery to an internal combustion engine; and includes any oil-pressure pumps, filters, and heaters dealing with oil at a pressure of more than 180 kilopascals gauge: