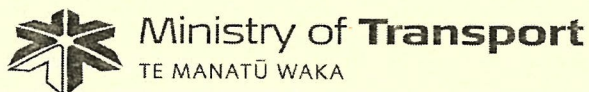


DISALLOWABLE INSTRUMENT



Maritime Transport Act 1994

Maritime Rules

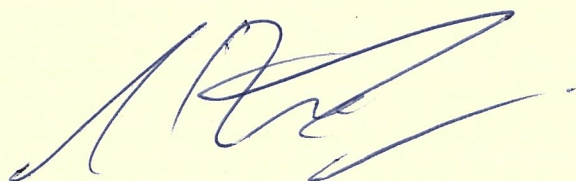
Maritime Rules Various IMO-related Amendments 2015

Pursuant to sections 36 of the Maritime Transport Act 1994 I, Craig Foss, Associate Minister of Transport, having had regard to the criteria for making maritime rules in section 39(2) of the Maritime Transport Act 1994, hereby make the following Maritime Rules.

Signed at Wellington

This 11th day of February 2015

By Hon CRAIG FOSS



Associate Minister of Transport

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Rule objective

The objective of the Maritime Rules Various IMO-related Amendments 2015 is to ensure that the Maritime Rules reflect changes to conventions to which New Zealand is a party. As a result changes are being made to Parts 21, 23, 24B, 24C, 24D, 40B, 40F, 41, 42A, 46, 47, 51, and 53. The relevant conventions are the International Convention for the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL) and the International Convention for Safe Containers (CSC).

Maritime Rules are disallowable instruments under the Legislation Act 2012. Under that Act, the rules are required to be tabled in the House of Representatives. The House of Representatives may, by resolution, disallow any rules. The Regulations Review Committee is the select committee responsible for considering rules under that Act.

Extent of consultation

In November and December 2014, Maritime New Zealand consulted, via its website, with the public on drafts of the proposed amendments to the maritime rules in accordance with the Act, including the expected costs and benefits. A notice regarding this consultation was placed in the New Zealand Gazette on 20 November 2014. The deadline for making a submission was 19 December 2014. One submission was received, the details of which are recorded at the end of this rule.

Entry into force

These rules enter into force on 1 April 2015.

Part 21: Safe Ship Management Systems

1 Rule 21.5 Definitions relating only to section 1

- (a) In rule 21.5, delete the definition of “authorised organisation”.
- (b) In rule 21.5, replace the definition of “authorised person” with—
“**authorised person** means a person employed by a recognised organisation who has delegated powers from the Director to issue and suspend or to issue or to suspend certain maritime documents under Part V of the Maritime Transport Act 1994, pursuant to an instrument of delegation made under section 444 of the Maritime Transport Act 1994:
- (c) In rule 21.5, insert, after the definition of “oil tanker”—
“**recognised organisation** means an organisation that has entered into a memorandum of agreement with the Director in compliance with the International Maritime Organization Code for Recognized Organizations (RO Code), whereby that organisation may verify compliance with and the proper functioning of ship owners' and ships' safety management systems in accordance with the ISM Code:”.

2 Rule 21.7 Certification

- (a) In rule 21.7(2)(d), replace “authorised” with “recognised”.
- (b) In rule 21.7(5)(c), replace “an authorised” with “a recognised”.

Part 23: Operating Procedures and Training

3 Rule 23.2 Definitions

- (a) In rule 23.2, delete the definition of “authorised organisation”.
- (b) In rule 23.2, delete the definition of “authorised person”.

Part 24B: Carriage of Cargoes – Stowage and Securing

4 Rule 24B.2 Definitions

- (a) In rule 24B.2, delete the definition of “authorised organisation”.
- (b) In rule 24B.2, delete the definition of “Guidelines for Packing of Cargo Transport Units (CTUs)”.
- (c) In rule 24B.2, insert, after the definition of “receptacle”—
“**recognised organisation** means an organisation that has entered into a memorandum of agreement with the Director in compliance with the International Maritime Organization Code for Recognized Organizations (RO Code), whereby that organisation may verify compliance with and the proper functioning of shipowners' and ships' safety management systems in accordance with the ISM Code:”.
- (d) In rule 24B.2, replace the definition of “surveyor” with—
“**surveyor** means—
 - (a) a surveyor employed by a recognised organisation; or
 - (b) a person—
 - (i) recognised by the Director under rule 46.29 as a surveyor; and
 - (ii) who holds a valid maritime document as a surveyor issued under section 41 of the Maritime Transport Act 1994:”.

5 Rule 24B.5 Cargo securing manual

In rule 24B.5(1)(b)(ii), replace “an authorised” with “a recognised”.

6 Rule 24B.6 Cargo securing manual

Replace the footnote (footnote numbered “⁶”), referred in rule 24B.6, with
“It is recommended that cargo is packed and secured in cargo transport units in accordance with the requirements of the joint IMO/ILO/UNECE *Code of Practice for Packing of Cargo Transport Units (CTU Code)*.”.

7 Rule 24B.20 Ships that are required to have cargo securing manual

In rule 24B.20(b), replace “authorised” with “recognised”.

Part 24C: Carriage of Cargoes – Specific Cargoes

8 Rule 24C.4 Definitions relating to section 1

- (a) In rule 24C.4, delete the definition of “authorised organisation”.
- (b) In rule 24C.4, replace the definition of “authorised person” with—
“**authorised person** means a person employed by a recognised organisation who has been delegated powers from the Director to issue and suspend certain maritime documents under Part V of the Maritime Transport Act 1994, pursuant to an instrument of delegation made under section 444 of the Act.”.
- (c) In rule 24C.4, at the end of the definition of “Grain Code”, replace the full stop “.” with a colon “:”.
- (d) In rule 24C.4, insert, after the definition of “Grain Code”—
“**recognised organisation** means an organisation that has entered into a memorandum of agreement with the Director in compliance with the International Maritime Organization Code for Recognized Organizations (RO Code) whereby that organisation may carry out surveys and issue convention certificates on behalf of the Director in respect of the International Convention for the Safety of Life at Sea.”.

9 Rule 24C.6 Requirements for ships carrying grain

In rule 24C.6(4)(a), replace “an authorised” with “a recognised”.

10 Rule 24C.7 Definitions applying to section 2

- (a) In rule 24C.7, delete the definition of “authorised organisation”.
- (b) In rule 24C.7, insert, after the definition of “BC Code”—
“**recognised organisation** means an organisation that has entered into a memorandum of agreement with the Director in compliance with the International Maritime Organization Code for Recognized Organizations (RO Code) whereby that organisation may verify compliance with rule 24C.10(4):”.

11 Rule 24C.10 Requirements for ships carrying solid bulk cargo

In rule 24C.10(4)(a), replace “an authorised” with “a recognised”.

Part 24D: Carriage of Cargoes – Convention Containers

12 Rule 24D Appendix 1 – Safety approval plate

Insert, after Appendix 1.2(1)(e)(viii)—

- “(f) Where the container is approved for one door off operation—
 - (i) the one door off stacking strength must be indicated on the plate. The marking must show: ALLOWABLE STACKING LOAD ONE DOOR OFF FOR 1.8 g (... kg ... lbs). This marking must be displayed immediately near the stacking test value (see line 5); and
 - (ii) the one door off racking strength must be indicated on the plate. The marking must show: TRANSVERSE RACKING TEST FORCE (...newtons). This marking must be displayed immediately near the racking test value (see line 6).
- (g) Where the stacking or racking values are less than 192,000 kg or 150 kN, respectively, the container shall be considered to have limited stacking or racking capacity and shall be conspicuously marked at or before the next scheduled examination, provided that this is not later than 1 July 2015.
- (h) A container may retain the Safety Approval Plate as permitted by the Convention prior to 1 July 2014 as long the construction of the container was completed prior to 1 July 2014 and there have been no structural modifications to the container.”.

13 Rule 24D Appendix 2 – Examination of containers

Insert, after Appendix 2(2)—

- “(3) The examination of a container that is not an examination for the purposes of a continuous examination programme or a periodic examination, must take into account the criteria set out in Annex III to the Convention.”.

Part 40B: Design, Construction and Equipment – SOLAS Ships

14 Rule 40B.2 Definitions

- (a) In rule 40B.2, replace the definition of “bulk carrier” with—
“**bulk carrier** means a ship that is intended primarily to carry dry cargo in bulk, including such types as ore carriers and combination carriers:”.
- (b) In rule 40B.2, in the definition of “classification society”, replace “Assembly Resolution A.739(18) and its Annexes entitled “Guidelines for the Authorization of Organization Acting on Behalf of the Administration”” with “Code for Recognized Organizations (RO Code)”.
- (c) In rule 40B.2, replace the definition of “high speed craft” with—
“**high speed craft**—
- (a) means a ship that is capable of a maximum speed in metres per second, equal to or exceeding:
 $3.7 \nabla^{0.1667}$,
where: ∇ is the displacement, in cubic metres, corresponding to the design waterline; and
- (b) excludes ships, the hull of which is supported completely clear above the water surface in non-displacement mode by aerodynamic forces generated by ground effect:”.

15 Rule 40B.4 Application of SOLAS requirements

In rule 40B.4, at the end of the heading, insert a footnote superscript “¹” and at the foot of that page insert the footnote “¹ Rule 40B.4 applies to all rules contained in Part 40B except to the extent any of those rules provide otherwise.”.

16 Rule 40B.6A Structure of ships

Insert, after rule 40B.6—

“40B.6A Structure of ships

The owner of a ship must ensure that the ship complies with the applicable requirements of Parts A and A-1 of Chapter II-1 of SOLAS.”.

17 Rule 40B.7 Subdivision and stability

- (a) Replace rule 40B.7(1)(a) with—
“the relevant requirements of the International Code on Intact Stability, 2008; and”.
- (b) Replace rule 40B.7(1)(b) with—
“the relevant requirements relating to intact stability of Part B-1 of Chapter II-1 of SOLAS.”.
- (c) Replace rule 40B.7(2) with—
“The owner of a ship, except those ships to which rule 40B.8 applies, must ensure that the ship complies with the applicable subdivision and damage stability requirements of Parts B, B-1, B-2, B-3 and B-4, and the applicable requirements of Part A, of Chapter II-1 of SOLAS.”.

18 Rule 40B.8 Subdivision and damage stability of non-passenger ships

Replace rule 40B.8 with—

“The owner of a non-passenger ship of more than 80 metres in length must ensure that the ship complies with the subdivision and damage stability requirements of Parts A, B, B-1, B-2 and B4 of Chapter II-1 of SOLAS.”.

19 Rule 40B.9 Bilge pumping systems

Replace rule 40B.9 with—

“The owner of a ship must ensure that the ship has bilge pumping systems that comply with the requirements of regulation 35-1 of Part C of Chapter II-1 of SOLAS.”.

20 Rule 40B.10 Machinery installations

Insert, after rule 40B.10(2)—

“(3) The owner of a ship must ensure that where approval for alternative design and arrangements for machinery installations are sought, that the application complies with the applicable requirements of Part F of Chapter II-1 of SOLAS.”.

21 Rule 40B.11 Additional requirements for periodically unattended machinery spaces

Insert, after rule 40B.11(3)—

“(4) The owner of a ship must ensure that where approval for alternative design and arrangements for periodically unattended machinery spaces are sought, that the application complies with the applicable requirements of Part F of Chapter II-1 of SOLAS.”.

22 Rule 40B.12 Electrical installations

Replace rule 40B.12 with—

“(1) The owner of a ship must ensure that the ship has electrical installations that comply with the applicable requirements of Part A and Part D of Chapter II-1 of SOLAS.

“(2) The owner of a ship must ensure that where approval for alternative design and arrangements for electrical installations are sought, that the application complies with the applicable requirements of Part F of Chapter II-1 of SOLAS.”.

23 Rule 40B.13 Passenger ships

Replace rule 40B.13 with—

“The owner of a passenger ship must ensure that the ship has fire protection that complies with all applicable requirements of Chapter II-2 of SOLAS.”.

24 Rule 40B.14 Non-passenger ships other than tankers

Replace rule 40B.14 with—

“The owner of a non-passenger ship other than a tanker must ensure that the ship has fire protection that complies with all applicable requirements of Chapter II-2 of SOLAS.”.

25 Rule 40B.15 Tankers

Replace rule 40B.15 with—

“The owner of a tanker must ensure that the tanker has fire protection that complies with all applicable requirements of Chapter II-2 of SOLAS.”.

26 Rule 40B.17 Passenger ships

Replace rule 40B.17 with—

“The owner of a passenger ship must ensure that the ship has fire appliances that comply with all applicable requirements of Chapter II-2 of SOLAS.”.

27 Rule 40B.18 Non-passenger ships other than tankers

Replace rule 40B.18 with—

“The owner of a non-passenger ship other than a tanker must ensure that the ship has fire appliances that complies with all applicable requirements of Chapter II-2 of SOLAS.”.

28 Rule 40B.19 Tankers

Replace rule 40B.19 with—

“The owner of a tanker must ensure that the tanker has fire appliances that comply with all applicable requirements of Chapter II-2 of SOLAS.”.

29 Rule 40B.24 High speed craft

Insert, after rule 40B.24(2)—

“(3) High speed craft—

- (a) for which the date of build was on or after 1 January 2016; and
- (b) that do not proceed beyond coastal limits;—

are not required to comply with rules 40B.7 to 40B.23 inclusive, provided they comply with the International Code of Safety for High Speed Craft adopted by the Maritime Safety Committee of IMO by resolution MSC.97(73).”.

30 Rule 40B.27 Mobile offshore drilling units

Replace rule 40B.27 with—

- “(1) The owner of a mobile offshore drilling unit, the keel of which was laid or which was at a similar stage of construction on or after the 1st of May 1991, must ensure that the unit complies with the design, construction and equipment requirements of the Code for the Construction and Equipment of Mobile Offshore Drilling Units adopted by the Assembly of IMO by resolution A.649(16).
- (2) The owner of a mobile offshore drilling unit, the keel of which is laid or which is at a similar stage of construction on or after 1 January 2016, must ensure that the unit complies with the design, construction and equipment requirements of the Code for the Construction and Equipment of Mobile Offshore Drilling Units adopted by the Assembly of IMO by resolution A.1023(26).”.

31 Rule 40B.28 Special purpose ships

Replace rule 40B.28 with—

- “(1) The owner of a special purpose ship certified prior to the 1st of January 2016 must ensure that the ship complies with the design, construction and equipment requirements of the Code of Safety for Special Purpose Ships adopted by the Assembly of IMO by resolution A.534(13).
- (2) The owner of a special purpose ship certified on or after the 1st of January 2016 must ensure that the ship complies with the design, construction and equipment requirements of the Code of Safety for Special Purpose Ships adopted by the Maritime Safety Committee of IMO by resolution MSC266(84).”.

32 Rule 40B.29 Passenger numbers

Replace rule 40B.29(4)(c) with—

“(c) the means of escape required by Regulation 13 of Part D of Chapter II-2 of SOLAS;—”.

33 Rule 40B.34 Ship identification number

Replace rule 40B.34 with—

“(a) The owner of a ship must ensure that the ship is permanently marked with the ship's identification number in accordance with regulation 3 of Chapter XI-1 of SOLAS.

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- (b) The owner of a ship must obtain a unique identification number in accordance with regulation 3-1 of Chapter XI-1 of SOLAS.”.

34 Rule 40B.35 Continuous synopsis records

- (a) In rule 40B.35(1), delete “(as amended in December 2002)”.
- (b) In rule 40B.35(2), delete “(as amended in December 2002)”.

35 Rule 40B.36 Ship security alert system

In rule 40B.36, delete “(as amended in December 2002)”.

36 Rule 40B.37 Portable testing instruments

Insert, after rule 40B.36—

“40B.37 Portable testing instruments

From 1 July 2016, the owner of a ship must ensure that it carries a portable testing instrument or instruments complying with Regulation 7 of Chapter XI-1 of SOLAS.”.

Part 40F: Design, Construction and Equipment – Hovercraft

37 Rule 40F.2 Definitions

- (a) In rule 40F.2, delete the definition of “authorised organisation”.
- (b) In rule 40F.2, after the definition of “pleasure hovercraft”, insert—
“**recognised organisation** means an organisation that has entered into a memorandum of agreement with the Director in compliance with the International Maritime Organization’s Code for Recognized Organizations (RO Code), whereby that organisation may carry out surveys and issue convention certificates on behalf of the Director in respect of the International Convention for the Safety of Life at Sea.”.

38 Rule 40F.13 Survey

In rule 40F.13(1)(a), replace “an authorised” with “a recognised”.

39 Rule 40F.14 Certification

- (a) In rule 40F.14(1), replace “an authorised organisation” with “a recognised organisation”.
- (b) In rule 40F.14(2), replace “an authorised organisation” with “a recognised organisation”.
- (c) In rule 40F.14(3)(a), replace “an authorised organisation” with “a recognised organisation”.

40 Rule 40F.16 Permit to Operate High-Speed Craft

In rule 40F.16(2)(c), replace “an authorised organisation” with “a recognised organisation”.

Part 41: Anchors and Chain Cables

41 Rule 41.2 Definitions

In rule 41.2, replace paragraph (a) in the definition of “inspecting organisation” with—

- “(a) in relation to any anchor, chain cable or accessory manufactured, examined and tested in New Zealand, a classification society that has entered into a memorandum of agreement with the Director in compliance with the International Maritime Organization’s Code for Recognized Organizations (RO Code); or”.

Part 42A: Safety Equipment – Life-Saving Appliances Performance Maintenance and Servicing

42 Rule 42A.2 Definitions

In rule 42A.2, replace the definition of “Classification Society” with—

“**Classification Society** for the purpose of this Part and in respect of New Zealand ships, means an organisation that has entered into a memorandum of agreement with the Director in compliance with the International Maritime Organization’s Code for Recognized Organizations (RO Code), governing the undertaking of particular survey and certificate functions by that organisation’s employees under the Maritime Transport Act 1994 and the rules:”.

Part 46: Surveys, Certification and Maintenance

43 Rule 46.4 Definitions relating only to section 1

(a) In rule 46.4, delete the definition of “authorised organisation”.

(b) In rule 46.4, after the definition of “put in service”, insert—

“**recognised organisation** means an organisation that has entered into a memorandum of agreement with the Director in compliance with the International Maritime Organization’s Code for Recognized Organizations (RO Code) whereby that organisation may carry out surveys and issue convention certificates on behalf of the Director in respect of the International Convention for the Safety of Life at Sea:”.

(c) In rule 46.4, in the definition of “authorised person”, replace “an authorised” with “a recognised”.

(d) In rule 46.4, in the definition of “surveyor”, replace “an authorised” with “a recognised”.

44 Rule 46.9 Surveys of existing ships

(a) At the end of rule 46.9(3)(b), replace the full stop “.” with “; and”.

(b) In rule 46.9(3), after rule 46.9(3)(b), insert—

“(c) where the ship is a bulk carrier or an oil tanker to which Part 40B applies, it is subject to the surveys required by the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (ESP Code).”.

45 Rule 46.12 Maintenance and conditions after survey

(a) In rule 46.12(2), replace “authorised” with “recognised”.

(b) In rule 46.12(3)(a), replace “authorised” with “recognised”.

Part 47: Load Lines

46 Rule 47.7 Definitions

In rule 47.7, replace paragraph (a) in the definition of “assigning authority” with—

“(a) in accordance with the International Maritime Organization’s Code for Recognized Organizations (RO Code); and”.

Part 51: Crew Accommodation

47 Rule 51.2 Definitions

(a) In rule 51.2, after the definition of “crew accommodation”, insert—

“**date of build** means the date on which the keel is laid or on which the ship is at a similar stage of construction or on which a ship undergoes modifications of a major character:”.

(b) In rule 51.2, replace the definition of “measured sound pressure levels” with—

“**measured sound pressure levels** means—

- (a) for ships with a date of build on or after 1 January 2016, sound pressure levels as defined in Chapter 1 of the International Maritime Organisation resolution MSC.337(91) – Code of Noise Levels on Board Ships, as amended by that organisation from time to time, and measured in accordance with Chapter 2 of that resolution; and
- (b) for all other ships, sound pressure levels as defined in Chapter 1 of the International Maritime Organisation Assembly resolution A.468(XII) - Code of Noise Levels on Board Ships, as amended by that organisation from time to time, and measured in accordance with Chapter 2 of that resolution.”.

Part 53: Pilot Transfer Arrangements and Ship-Helicopter Pilot Transfers

48 Rule 53.2 Definitions

- (a) In rule 53.2, delete the definition of “authorised organisation”.
- (b) In rule 53.2, after the definition of “current”, insert—
“**date of build** means the date on which the keel is laid or on which the ship is at a similar stage of construction or on which a ship undergoes modifications of a major character.”.
- (c) In rule 53.2, after the definition of “proof load”, insert—
“**recognised organisation** means an organisation that has entered into a memorandum of agreement with the Director in compliance with the International Maritime Organization’s Code for Recognized Organizations (RO Code) whereby that organisation may carry out surveys and issue convention certificates on behalf of the Director in respect of the International Convention for the Safety of Life at Sea 1974:”.
- (d) In rule 53.2, in the definition of “surveyor”, replace “an authorised” with “a recognised”.

49 Rule 53.4 Duties in respect of pilot transfer arrangement

- (a) Replace the footnote (footnote numbered “¹”), referred in rule 53.4(1)(b), with—
“¹ Part 53 sets standards for pilot ladders and accommodation ladders used in conjunction with pilot ladders (delete reference to mechanical pilot hoists). The Director may, in accordance with rule 53.5(1), approve other arrangements that are equally safe and efficient, including equivalent arrangements that are required due to the unusual design features of a ship. Under rule 53.5(2) the Director may also approve the shipside requirements for ship - helicopter pilot transfers.”.
- (b) Insert, after rule 53.4(1)(m)(ii), 53.4(1)(m)(iii) and (iv)—
“(iii) fixed at the rope end to the ring plate fixed on deck and either—
 - (aa) ready for use when the pilot disembarks; or
 - (bb) upon request from a pilot approaching to board; and
(iv) the man-ropes shall reach the height of the stanchions or bulwarks at the point of access to the deck before terminating at the ring plate on deck; and”.
- (c) Delete rule 53.4(1)(n)(iii).
- (d) Insert, after rule 53.4(3), rule 53.4(4)—
“(4) For ships with a date of build on or after 1 January 2016, pilot ladders must—
 - (a) be certified by the manufacturer as complying with Chapter V of the International Convention for the Safety of Life at Sea 1974 or a standard accepted by the IMO; and
 - (b) be inspected in accordance with the requirements of Chapter I of the International Convention for the Safety of Life at Sea 1974; and
 - (c) be clearly identified with tags or other permanent marking so as to enable identification of each appliance for the purposes of survey, inspection and record keeping; and

- (d) have records on the ship showing the date of service for each pilot ladder and any repairs effected.”.

50 Rule 53.5 Approval of equivalent pilot transfer arrangement and ship-helicopter transfer

- (a) In rule 53.5(1)—
 - (i) replace “an authorised” with “a recognised”; and
 - (ii) replace “or authorised” with “or recognised”.
- (b) Delete, after rule 53.5(1)(b), “or”.
- (c) Delete rule 53.5(1)(c).
- (d) In rule 53.5(1)(d), replace the words “paragraphs (a), (b), and (c)” with “subrules (a) and (b)”.
- (e) In rule 53.5(1), amend subrule (d) to become subrule (c)
- (f) In rule 53.5(1), amend subrule (e) to become subrule (d)
- (g) In rule 53.5(3), replace “an authorised” with “a recognised”.

51 Rule 53.6 Construction - steps

- (a) In rule 53.6(1)(b), replace “an authorised” with “a recognised”.
- (b) In rule 53.6(c)(ii), replace “an authorised” with “a recognised”.

52 Rule 53.7 Construction - ropes

In rule 53.7(2), replace “an authorised” with “a recognised”.

53 Rule 53.8 Position, reach and securing arrangement

In rule 53.8(3), replace “an authorised” with “a recognised”.

54 Rule 53.10 Accommodation ladders – design and construction

Insert, after rule 53.10(6), rule 53.10(7)—

- “(7) For ships with a date of build on or after 1 January 2016, accommodation ladders used in conjunction with pilot ladders must—
 - (a) be provided with means to secure the pilot ladder and man-ropes to the ship’s side at a point of nominally 1.5 metres above the bottom platform of the accommodation ladder; and
 - (b) where there is an accommodation ladder with a trapdoor in the bottom platform, be arranged so that the pilot ladder and man-ropes are rigged through the trapdoor and extend above the platform to the height of the handrail.”.

55 Rule 53.11 Position and reach

- (a) In rule 53.11(2)(c), replace the full stop “.” with “; and”.
- (b) Insert, after rule 53.11(2)(c), rule 53.11(2)(d)—
 - “(d) for ships with a date of build on or after 1 January 2016, be provided with means to secure the lower platform of the accommodation ladder to the ship's side.”.

56 Rule 53.12 Design and construction – general

Replace rule 53.12 with—

“53.12 General prohibition

Mechanical pilot hoists must not be used.”.

57 Rule 53.13 to 53.20

Delete rules 53.13, 53.14, 53.15, 53.16, 53.17, 53.18, 53.19, and 53.20.

Summary of Submissions

This Rule was consulted during November and December 2014. One written submission was made on the draft rules. The submission was from the New Zealand Company of Master Mariners and fully supported the proposed amendments.