

Secondary Legislation

Part 3H:

Maritime (Design, Construction, and Equipment - Life-saving Appliances) Rules [year]

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Part 3H: Maritime (Design, Construction, and Equipment – Life-saving Appliances) Rules

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Subpart A General

Section 1 Preliminary provisions

A1.1 Title

This Part may be cited as *Part 3H: Maritime (Design, Construction, and Equipment – Life-saving Appliances) Rules [year]*.

A1.2 Commencement and revocation

- (1) This Part comes into force on [].
- (2) [List current relevant 40-series Parts/provisions] are revoked.

A1.3 Application

- (1) This Part applies to the design and construction of—
 - (a) New Zealand ships that are commercial ships; and
 - (b) on-board life-saving appliances.
- (2) However, this Part does not apply to a ship to which any of the following Parts apply:
 - (a) a ship to which *Part 2A: Maritime (Design, Construction, and Equipment – SOLAS Ships) Rules* applies¹;
 - (b) a ship to which *Part 404: Design, Construction, and Equipment – New Zealand Cape Town Vessels and Foreign Cape Town Vessels* applies;
 - (c) a ship to which *Part 40G: Design, Construction, and Equipment – Novel Ships* applies;
 - (d) a ship to which *Part 40F: Design, Construction, and Equipment – Hovercraft* applies.
- (3) The Schedule contains provisions relating to how this Part applies to existing ships.
- (4) In this Part, a reference to a ship includes a reference to a barge only with persons on board during the course of a voyage, subject to subrule (5) and any specific requirements in an MTI.
- (5) In rules C4.2(1) and C5.2(1), a reference to a ship includes a reference to a barge (with or without persons on board).

A1.4 Certification

A ship and its life-saving appliances must be certified for compliance with this Part in accordance with *Part 1A: Maritime (Design, Construction, and Equipment – Survey and Certification) Rules*.

A1.5 Transitional and savings provisions

The transitional, savings, and related provisions set out in the Schedule have effect according to their terms.

Section 2 Interpretation

A2.1 Conflict

- (1) If there is a conflict between this Part and an MTI, this Part applies.
- (2) This Part does not limit or affect the *Health and Safety at Work Act 2015*.

A2.2 References to rules and MTIs

- (1) Where a rule in this Part contains a reference to a rule in another Part, that reference includes the Part number as the prefix to the reference.
- (2) A reference in this Part to a rule includes any MTI provided for in the rule.

¹ Note that draft Parts 1A, 2A, and 2C will be consulted on in 2024/25.

- (3) A reference in this Part to an MTI is a reference to an MTI as amended or replaced from time to time.
- (4) An MTI is secondary legislation (see Part 3 of *the Legislation Act 2019* for publication requirements).

A2.3 Definitions

In this Part, unless the context otherwise requires,—

Act means the *Maritime Transport Act 1994*

approved servicing station means a facility that has been approved by the Director under rule B1.5

barge means any barge, lighter, or similar ship that has no means of self-propulsion

cargo means all items transported by the ship except the following:

- (a) fuel and ballast for the ship (either solid or liquid):
- (b) consumables (including fresh water) to be used on board:
- (c) permanent outfit and equipment of the ship:
- (d) stores and spare for the ship:
- (e) crew and their personal baggage, passengers and their personal baggage, industrial personnel and their personal equipment and personal baggage

Certificate of Surveyor Recognition—

- (a) has the meaning set out in *Part 44: Surveyor Responsibilities and Survey, Certification, and Maintenance for Ships in Maritime Transport Operations*; and
- (b) includes any document that is deemed under *Part 44* to be a valid Certificate of Surveyor Recognition

commencement date means the date specified in rule A1.2

commercial ship has the meaning set out in section 2(1) of the Act

competent person means a person who—

- (a) has the relevant knowledge, experience, and skill to carry out a task required or permitted by this Part to be carried out by a competent person; and
- (b) as applicable,—
 - (i) has a relevant qualification evidencing the person's possession of that knowledge, experience, and skill; and
 - (ii) if the person is an employee, is authorised by their employer; and
 - (iii) complies with any applicable standards for competent persons in an MTI

crew has the meaning set out in section 2(1) of the Act

Director has the meaning set out in section 2(1) of the Act

enclosed water limits has the meaning set out in *Part 20: Operating Limits*

existing ship means a ship other than a new ship

general emergency alarm means an alarm of 7 short blasts followed by 1 long blast sounded to make all persons on board aware that an emergency has occurred, such as fire, grounding, or a scenario that can lead to abandoning of a ship

inland waters means all rivers, lakes, and other inland waters of New Zealand that are navigable

inshore fishing limits has the meaning set out in *Part 20 – Operating Limits*

inshore limits has the meaning set out in *Part 20 – Operating Limits*

like-for-like, in relation to repairs or replacements means—

- (a) the replacement of equipment or materials for equipment or materials that are similar in design, function, use, and maintenance, whether or not they are from the same manufacturer; and
- (b) no additional alteration or modification of existing finishes or fixtures is required to install and occupy the same or similar footprint as the original equipment or materials

LLL means load line length

load line length has the meaning set out in *Part 2C: Maritime (Design, Construction, and Equipment – Load Lines) Rules*

major alteration means—

- (a) an alteration or repair to the design or construction of a ship and its structure, systems, equipment, or fittings, specified in an MTI; and
- (b) includes the replacement, removal, or addition of non-permanent parts; and
- (c) does not include direct like-for-like repairs or replacements of parts

major fire hazard area has the meaning set out in *Part 3D: Maritime (Design, Construction, and Equipment – Fire Protection) Rules*

marine evacuation system means an appliance for the rapid transfer of persons from the embarkation deck of a ship to a floating survival craft

maritime transport instrument means a transport instrument made by the Director for the purposes of this Part under section 452B of the Act

master has the meaning set out in section 2(1) of the Act

MNZ means Maritime New Zealand

MTI means a maritime transport instrument

new ship means a ship that has its keel laid or that is at a similar stage of construction, on or after the commencement date [and includes second-hand ships entering service in New Zealand after the commencement date]

New Zealand ship has the meaning set out in section 2(1) of the Act

operator has the meaning set out in section 2(1) of the Act

Part means a group of rules made under the Act

passenger has the meaning set out in section 2(1) of the Act

PFD means personal flotation device

pilot, in relation to a ship means a person, not being the master or a member of the crew of the ship, who has the conduct of the ship

responsible person means a member of the crew of the ship that the master of the ship has deemed competent to undertake maintenance, testing, and inspections of life-saving appliances

safe haven means a safe haven listed on the Certificate of Survey and deemed a temporary place of refuge or protection or a safe port of return for the ship in question, taking into consideration the weather forecast and other geographical considerations that could potentially impact on a defined location being considered a safe haven

safe ship management system means a safe ship management system approved by the Director as complying with the requirements of section 2 of Part 21 as in force prior to the revocation of that section by Part 19 of the maritime rules

scope of certification, in relation to a ship, means the ship's category, activity, type, operating limits, minimum crew, maximum number of passengers on board, maximum number of people on board, and maximum cargo capacity

ship has the meaning set out in section 2(1) of the Act

For ease of reference: “ship” means every description of boat or craft used in navigation, whether or not it has any means of propulsion; and includes—

- (a) a barge, lighter, or other like vessel:
- (b) a hovercraft or other thing deriving full or partial support in the atmosphere from the reaction of air against the surface of the water over which it operates:
- (c) a submarine or other submersible:

standard has the meaning set out in section 4(1) of the *Standards and Accreditation Act 2015* and also includes other material incorporated by reference under section 452 of the Act

surveyor means person who holds a current Certificate of Surveyor Recognition under *Part 44: Surveyor Responsibilities and Survey, Certification, and Maintenance for Ships in Maritime Transport Operations*

survival craft means a craft capable of sustaining the lives of persons in distress from abandoning the ship

voyage has the meaning set out in section 2(1) of the Act and, for the purposes of this Part, a ship that is a barge is not on a ‘voyage’ if—

- (a) a person is on board only for the purpose of securing a mooring line so that the barge can be securely docked; or
- (b) the barge is secured with studs or anchors to the bed of the sea, river or lake; or
- (c) the barge is secured by means of cables, ropes, or chains, to the land

Subpart B Responsibilities

B1.1 General responsibilities of operators to ensure compliance, inspection, servicing, and testing

An operator must ensure that a ship's life-saving appliances comply with the requirements in this Part and, where required by this Part, are maintained, inspected, serviced, and tested by responsible persons or competent persons, and serviced by competent persons.

B1.2 Maintenance, servicing, testing, and inspection

Servicing

- (1) An operator must ensure that inflatable lifejackets, liferafts, survival clothing, marine evacuation systems, and hydrostatic release units are serviced, in accordance with requirements in an MTI, at an approved servicing station.
- (2) An operator must ensure that—
 - (a) immersion suits and anti-exposure suits are serviced at intervals of not more than 3 years; and
 - (b) all other life-saving appliances described in subrule (1) are serviced at intervals of 12 months, or such longer intervals as recommended by the manufacturer provided that the interval is not more than 30 months, subject to subrule (5).

Weekly tests and inspections

- (3) An operator of a ship of 24 metres or more in LLL must ensure that the following inspections and tests are carried out at intervals of not more than 1 week:
 - (a) visual inspection of all survival craft, rescue boats, and launching appliances to ensure that they are ready for use;
 - (b) except as provided for in paragraph (c) in respect of the special characteristics of an outboard motor of a rescue boat, run ahead and astern of each engine in the survival craft and rescue boats for a total period of not less than 3 minutes, provided that the ambient temperature is above the minimum temperature required for starting the engine to demonstrate that the gearbox and gearbox train are engaging satisfactorily;
 - (c) run ahead and astern of the outboard motor of a rescue boat for a total period prescribed by the manufacturer whenever the special characteristics of the motor do not permit it to be run other than with its propeller submerged for a period of 3 minutes;
 - (d) testing of the general emergency alarm.
- (4) An operator to which subrule (3) applies must ensure that, where a New Zealand official logbook is required by *Part 73: Logbooks* or a log is required to be maintained by *Part 19: Maritime Transport Operator – Certification and Responsibilities*, a report of the inspections and tests conducted under subrule (3) is entered in the logbook or log.
- (5) An operator must ensure that the engine of a rescue boat on a ship of less than 24 metres in LLL is inspected and tested at intervals of not more than 1 week.

Monthly and annual inspections

- (6) An operator must ensure that—
 - (a) an inspection of all life-saving appliances, including survival craft equipment, is carried out at intervals of not more than 1 month to ensure that the appliances are complete and in good order; and
 - (b) a report of the inspection is entered in the New Zealand official logbook, where such a logbook is required under *Part 73: Logbooks*, or in a log required to be maintained by *Part 19: Maritime Transport Operator – Certification and Responsibilities*, or maintained as part of the ship's safe ship management system; and

- (c) an annual on-board inspection is conducted by a responsible person or competent person of—
 - (i) a marine evacuation system; and
 - (ii) a hydrostatic release unit (that is not a disposable-type unit); and
 - (iii) a rescue boat-launching appliance.

Spare and repair equipment and replacements

- (7) An operator of a ship of 24 metres or more in LLL must ensure that spare parts and repair equipment are carried on board for any life-saving appliances, and components of those appliances, that—
 - (a) are subject to heavy wear or consumption; or
 - (b) need to be replaced regularly.
- (8) An operator must ensure that a disposable-type hydrostatic release unit is replaced on or before its expiry date.

B1.3 Major alteration or change to scope of certification

An operator must ensure that the ship undergoes the appropriate survey if, as specified in *Part 1A: Maritime (Design, Construction, and Equipment – Survey and Certification) Rules*,—

- (a) a major alteration is made to the ship; or
- (b) there is a change to the scope of certification.

B1.4 Responsibilities of surveyors

A surveyor must not certify a ship under *Part 1A: Maritime (Design, Construction, and Equipment – Survey and Certification) Rules* if they believe on reasonable grounds that the ship does not comply with this Part.

B1.5 Functions and powers of the Director

Approval of liferaft servicing station

- (1) The Director may approve a liferaft servicing station.
- (2) A person may not operate a liferaft servicing station in New Zealand unless that person holds or is employed by the holder of an approved servicing station certificate.
- (3) The Director must issue an approved servicing station certificate if—
 - (a) the applicant makes an application under section 35 of the Act; and
 - (b) the requirements in section 41 of the Act are complied with; and
 - (c) the Director is satisfied that the servicing station complies with any standards specified in an MTI.

See clause 5.5 of the MTI

- (4) An applicant for an approved servicing station certificate must provide evidence satisfactory to the Director that the facility complies with standards specified in an MTI.
- (5) The Director may issue an approved servicing station certificate subject to any conditions that the Director considers necessary, including a condition that any person who services a liferaft must be trained by a person approved by the manufacturer of that liferaft.

Determination of compliance of life-saving appliance

- (6) The Director may determine that a life-saving appliance complies with a standard specified in an MTI if the Director is satisfied that the appliance—
 - (a) complies with a national or international standard; and
 - (b) substantially complies with the applicable standard specified in an MTI.

Other functions and powers

- (7) The Director may impose requirements and conditions as to the performance of survey and testing activities under this Part.

Subpart C Ship requirements

Note that sections in the MTI correspond with sections in this Subpart. For the purposes of consultation, references to specific clauses in the MTI are included in boxes under specific enabling clauses. Unless specified in the provisions, a reference to an MTI in Subparts B and C is a reference to an MTI for life-saving measures.

Section 1 General requirements for life-saving and safety of life

C1.1 General requirements for life-saving appliances

- (1) A ship must comply with the requirements in this Part (including the design, construction, and installation standards for life-saving appliances that are specified in an MTI).
- (2) Before a ship commences a voyage, and at all times during the voyage, the life-saving appliances carried on board must be—
- (a) in good working order; and
 - (b) ready and available for immediate use.

C1.2 General requirements for safety of life

- (1) A ship must be equipped with appropriate life-saving appliances that are capable of rescuing persons from the water, sustaining the lives of persons in distress, signalling distress, and alerting persons on board to an emergency.
- (2) The quality, design, and specifications of life-saving appliances must be appropriate to—
- (a) the operating conditions of the ship and operating area, sea state, and weather; and
 - (b) the distance from support services (including other ships), safe havens, and shore; and
 - (c) the number, experience, competency, and physical characteristics of persons on board; and
 - (d) any activities on the ship that may increase the likelihood of persons accidentally falling overboard.

C1.3 Rescue and retrieval of persons from the water

- (1) A ship must have an effective means for rescue and retrieval of persons from the water and for on-boarding them in a timely manner by—
- (a) use of a rescue boat, stowed on board, that can be launched safely and can transit independently to recover persons, return all crew to the ship, and be re-stowed; or
 - (b) design and navigation arrangements that allow the ship and crew to recover persons once alongside the ship (without the use of a secondary craft).
- (2) A ship must have lifebuoys of sufficient number and, as applicable, other life-saving appliances, of appropriate design and distribution along the length of the ship to enable rapid deployment and optimal likelihood of rescue and retrieval of persons in distress from the water.
- (3) A ship used to transfer pilots to ships must, in addition to other requirements, have a safe, practical, and immediate means of retrieving a person from the water.²

² 40C.62(g)(i) and 40C.63(d) specifically for pilot boats and boats acting as pilot boats.

- (4) If any rescue retrieval equipment is fitted at the stern, the arrangements must prevent injury to persons in the water from the propulsion or steering.

C1.4 Safety of persons in abandon-ship scenario

- (1) Where required in this Part and an MTI, a ship must have the following life-saving appliances:
- (a) appropriately designed, constructed, and arranged survival craft and associated equipment;
 - (b) lifejackets and PFDs;
 - (c) a marine evacuation system.
- (2) The survival craft, associated equipment, and lifejackets and PFDs must be capable of—
- (a) being easily accessed and deployed; and
 - (b) significantly enhancing the probability of survival of all persons in the event of needing to abandon ship in any reasonably foreseeable worst-case scenario; and
 - (c) sustaining the lives of persons in distress from the time of abandoning the ship until the time of reasonably foreseeable rescue; and
 - (d) catering for the number of persons certified to be carried, and the expected height and weight of persons on board.

Section 2 Visual signals

C2.1 General requirements for visual signals

- (1) A ship must carry appropriate distress flares, or other visual signals to signal distress, in order to be seen at any time (day or night) by a person who can help or alert others.
- (2) The quantity and specifications of distress flares and other visual signals must be appropriate to the—
- (a) operating area and visibility from shore, other ships, and assistance; and
 - (b) likely atmospheric visibility conditions and necessity to repeat signals; and
 - (c) other independent means of communications available on the ship.

C2.2 Number, type, and design of visual signals

The minimum number of distress flares and other visual signals carried on a ship, and their type and design, must comply with the requirements in an MTI.

C2.3 Stowage of visual signals

A visual signal must be stowed as specified in an MTI.

C2.4 Matters to be determined, undertaken, or approved by surveyor

A surveyor may determine the combination of distress flares and other visual signals and limited exceptions to requirements for a ship operating within enclosed water limits, inshore limits, or inshore fishing limits as specified in an MTI.

Section 3 Rescue boats

C3.1 General requirements for rescue boats

A rescue boat required on a ship is equipment of the ship and must be—

- (a) recorded as being associated with the ship and marked clearly with the name and MNZ number of the ship on which it is carried; and
- (b) of appropriate design to enable immediate deployment for use as a rescue boat.

C3.2 Number, type, and design of rescue boats

A rescue boat carried on a ship, and its type and design, must comply with the requirements in an MTI.

C3.3 Launching equipment for a rescue boat

When a rescue boat is required, it must have launching equipment and power arrangements as specified in an MTI.

C3.4 Matters to be determined, undertaken, or approved by surveyor

A surveyor may approve, as specified in an MTI,—

- (a) for carriage on a ship, lifeboats and auxiliary craft instead of rescue boats; and
- (b) limited exceptions to requirements for a ship to carry a rescue boat if the ship—
 - (i) meets conditions specified in an MTI; and
 - (ii) operates within enclosed water limits, inshore limits, or inshore fishing limits.

Section 4 Lifebuoys

C4.1 General requirements for lifebuoys

Lifebuoys carried on a ship must be—

- (a) located and distributed rationally, based on the ship's design and manner of operation; and
- (b) easily and quickly accessible by the crew and master; and
- (c) able to be immediately deployed; and
- (d) marked clearly with the name and MNZ number of the ship on which it is carried.

C4.2 Number, type, and design of lifebuoys

- (1) The minimum number of lifebuoys carried on a ship, and their type and design, must comply with the requirements in an MTI.
- (2) Subrule (1) applies to a barge in accordance with rule A1.3(5).

C4.3 Matters to be determined, undertaken, or approved by surveyor

A surveyor may, as specified in an MTI,—

- (a) determine when the number of lifebuoys on a ship may be increased or decreased; and
- (b) approve limited exceptions to requirements for lifebuoys if a ship meets conditions specified in an MTI.

Section 5 Lifejackets and PFDs

C5.1 General requirements for lifejackets and PFDs

Lifejackets and PFDs carried on a ship must be—

- (a) of a suitable number; and
- (b) of the appropriate size for the wearer, including for any children on board; and
- (c) available for the crew of any rescue boat.

C5.2 Number, type, and design of lifejackets and PFDs

- (1) The minimum number of lifejackets or PFDs required to be carried on a ship, and their type and design, must comply with the requirements in an MTI.
- (2) Subrule (1) applies to a barge in accordance with rule A1.3(5).

C5.3 Servicing of inflatable lifejackets

An inflatable lifejacket must be serviced in accordance with rules B1.2(1) and B1.2(2)(b).

C5.4 Matters to be determined, undertaken, or approved by surveyor

A surveyor may, as specified in an MTI,—

- (a) determine when lifejackets or PFDs are not required to be carried on a ship; and
- (b) approve limited exceptions to requirements for lifejackets and PFDs if a ship meets conditions specified in an MTI.

Section 6 Line-throwing appliances

C6.1 General requirements for line-throwing appliances

A line-throwing appliance carried on a ship must be of an appropriate design, as applicable, to enable deployment.

C6.2 Number, type, and design of line-throwing appliances

The minimum number of line-throwing appliances carried on a ship, and their type and design, must comply with requirements in an MTI.

Section 7 Liferafts

C7.1 General requirements for liferafts

(1) A liferaft carried on a ship must be—

- (a) stowed so it is able to be immediately deployed; and
- (b) easily and quickly accessible by the crew and master; and
- (c) in a position approved by a surveyor

(2) Subrule (3) applies to a ship operating beyond inshore limits or inshore fishing limits.

(3) In the event of the deployment of multiple liferafts on a ship with a rescue boat in an abandon-ship scenario, there must be a means of marshalling the liferafts to keep them together.

C7.2 Number, type, and design of liferafts and emergency equipment packs

The minimum number of liferafts carried on a ship, and their type and design, and the emergency equipment pack carried inside them, must comply with the requirements in an MTI.

C7.3 Matters to be determined, undertaken, or approved by surveyor

A surveyor may, as specified in an MTI,—

- (a) approve the location in which a liferaft is stowed on a ship; and
- (b) approve an auxiliary craft instead of a liferaft; and
- (c) determine that a liferaft is not required to be carried on a ship operating within enclosed water limits, inshore limits, or inshore fishing limits if the ship meets conditions specified in an MTI.

C7.4 Servicing of inflatable liferafts and hydrostatic release units

An inflatable liferaft and a hydrostatic release unit must be serviced in accordance with rule B1.2(1).

Section 8 General emergency alarm and public address system

C8.1 General requirements for general emergency alarm and public address system

(1) A ship carrying persons on board must have an effective means of sounding the general emergency alarm (for example, a whistle or siren).

- (2) A ship carrying passengers must have a public address system, or other effective means enabling the emergency broadcast of messages that can be heard or otherwise understood when the ship is underway in normal conditions in all spaces—
- (a) where persons on board are normally present; and
 - (b) that are assembly or muster stations.

C8.2 Type and design of general emergency alarm system and public address system

- (1) A ship of 24 metres or more in LLL must have,—
- (a) a general emergency alarm system; and
 - (b) if carrying passengers, a public address system.
- (2) The systems required under subrule (1) must be of the type and design specified in an MTI.
- (3) Subrule (1) applies unless an exception applies to the ship under rule C8.3.

C8.3 Matters to be determined, undertaken, or approved by surveyor

A surveyor may approve limited exceptions to requirements, for a ship of 24 metres or more in LLL, from the requirement to have a general emergency alarm system or public address system in circumstances specified in an MTI.

Section 9 Survival clothing (immersion suits, anti-exposure suits, and thermal protective aids)

C9.1 General requirements for survival clothing

Survival clothing must be—

- (a) appropriate for the operating area, temperature, and sea state; and
- (b) suitable for the wearer; and
- (c) easily and quickly accessible by the crew and master.

C9.2 Number, type, and design of survival clothing items

The number, type, and design of survival clothing items carried on a ship must comply with the requirements in an MTI.

C9.3 Servicing of immersion and anti-exposure suits

An immersion suit and an anti-exposure suit must be serviced in accordance with rules B1.2(1) and B1.2(2)(b).

Section 10 Marine evacuation system

C10.1 General requirements for marine evacuation system

A marine evacuation system that is installed on a ship must consist of—

- (a) a large inflatable liferaft or a collection of liferafts; and
- (b) an inflatable slide or escape chute for safe rapid passage to the liferafts.

C10.2 Type and design of marine evacuation system

The type and design of a marine evacuation system that is installed on a ship must comply with the requirements in an MTI.

C10.3 Servicing of marine evacuation system

A marine evacuation system that is installed on a ship must be serviced in accordance with rules B1.2(1) and B1.2(2)(b).

Schedule

Transitional, savings and related provisions

1. Meaning of commencement date

In this Schedule, **commencement date** means the date on which the Part commenced under rule A1.2(1).

2. Application to existing ships

(1) An existing ship must comply with—

- (a) the applicable General Requirements in this Part; and
- (b) the applicable rules specified in rule A1.2(2) (as if those rules had not been revoked).

(2) Subclause (1) is subject to subclause (3).

(3) From the commencement date, an existing ship must comply with the following requirements—

- (a) lifejackets carried on board within enclosed water limits must comply with the requirements in an MTI; and
- (b) line-throwing appliances carried on board must comply with Section 6 of this Part; and
- (c) survival clothing carried on board must comply with Section 9 of this Part.

(4) Except for the life-saving appliances on ships described in rule A1.3(2), and any exceptions specified in a MTI, an existing ship and any associated life-saving appliances are deemed to comply with the applicable requirements in this Part, until [2 years from the commencement date], if the following conditions apply:

- (a) the ship operates within the scope of its certification;
- (b) there has been no major alteration to the ship affecting its compliance with this Part;
- (c) a relevant exemption for life-saving appliances granted by the Director under the Act remains valid.

3. Appliances placed on a ship prior to the commencement date

A lifejacket or PFD that, before the commencement date was approved for use on a ship, under any enactment in force immediately before the commencement date, whether or not it was required to be carried, may be carried on a ship for the use of persons on board if it complies with the requirements in an MTI.

4. Appliances placed on a ship after the commencement date

A life-saving appliance acquired for and carried on a ship after the commencement date must comply with the requirements in this Part and an MTI.

5. Existing exemptions continued

An exemption granted by the Director under Section 40AA of the Act from a relevant requirement in that is in force immediately before the commencement date continues in force on and after commencement date and is subject to the same conditions (if any) as applied before the commencement date.