

Advisory Circular

ISSUE NO. 31-1, 25 FEBRUARY 2014

Maritime Rules – Part 31: Crewing and Watchkeeping

Note to readers: A number of sections of this advisory circular (1.1-2.3, 2.5) have been removed, as these sections are being updated to reflect amendments to Maritime Rule Part 31 since April 2014.

2.4.1 Passenger or non-passenger ships (domestic ships)

Minimum safe crewing – MSCD required

The owner or operator of the following domestic ships is required to undertake a minimum safe crewing assessment and apply to have a MSCD issued by the Director of MNZ, as detailed in Subpart A of Part 31:

- passenger ships:
 - less than 24m in length, and less than 500GT, operating in coastal or offshore limits
 - carrying 50 or more passengers within inshore limits
 - carrying 100 or more passengers within enclosed water limits
- passenger and non-passenger ships between 500 and 3000GT operating exclusively in restricted limits
- high-speed vessels to which section 2 of Part 40A applies
- ship-handling harbour tugs
- pilot ships.

The assessment needs to cover both crew numbers and crew qualifications. The proposal will then be assessed by MNZ technical staff, who will take into account factors such as the vessel's particular circumstances, equipment, crew, passengers, weather, operating area, length of voyage, shore support and other vessel support.

Minimum safe crewing – passenger vessels

The following tables and flowcharts provide some initial guidance for assessments for passenger vessel minimum safe crewing assessments. Descriptions of systems are listed in section 3 of this advisory circular.

Ship length	Minimum required certificates		Minimum crew
	Role	Certificate	
Less than 24m	Master Mate Chief engineer Second engineer	Skipper Coastal Offshore ¹ Skipper Coastal Offshore ¹ MEC 4 According to the flowchart (may be mate or deckhand)	3

1. Passenger endorsement needed if carrying more than 19 passengers.

Table 4 Passenger vessels – offshore area

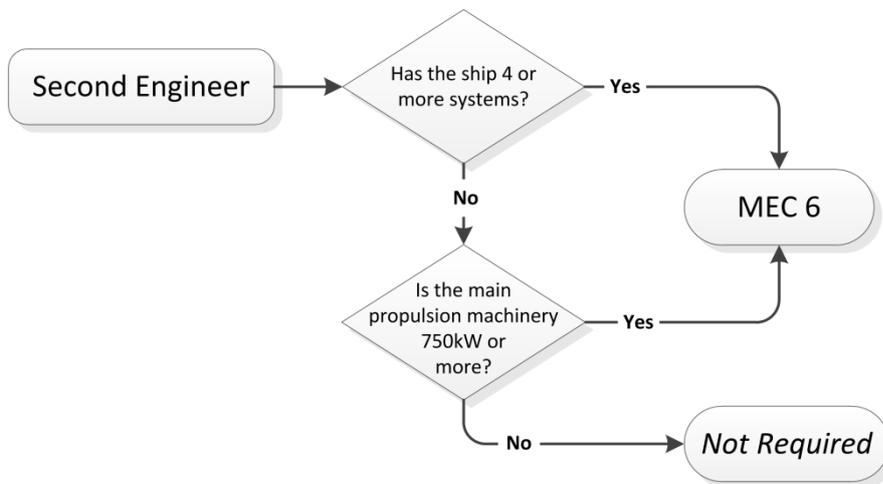


Figure 1 Assessing minimum safe crewing for passenger vessels in the offshore area

Ship length	Passengers on board	Minimum required certificates		Minimum crew
		Role	Certificate	
Less than 24m	50 or more	Master Mate Engineer	Skipper Coastal Offshore Skipper Restricted Limits <24m According to the flowchart (may be the mate)	3
	Less than 50			2

Table 5 Passenger vessels – coastal area

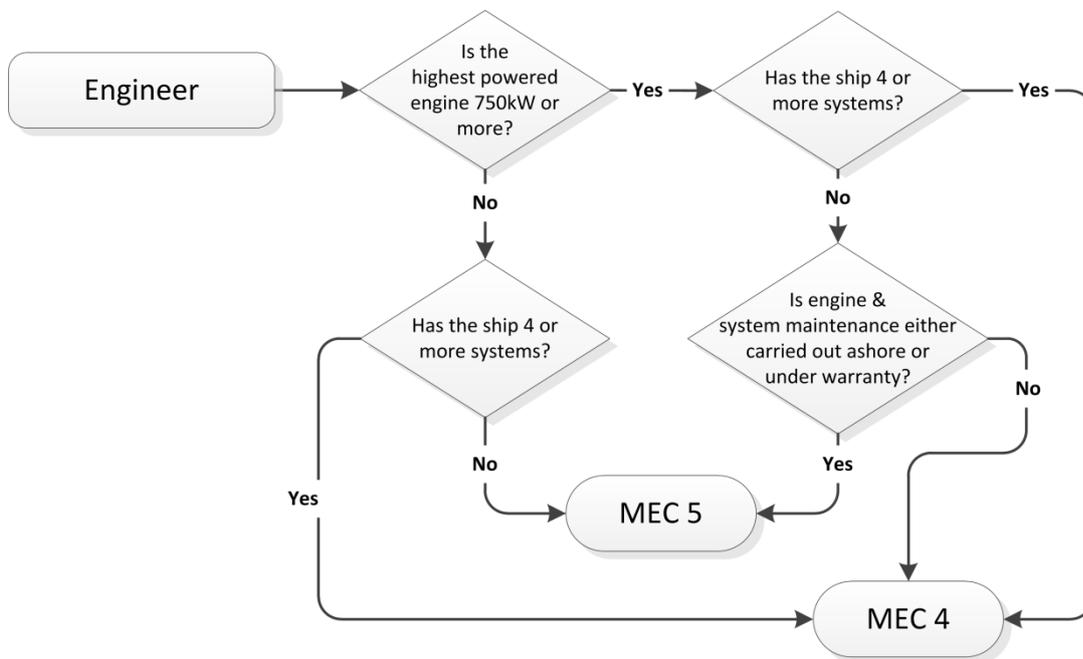


Figure 2 Assessing minimum safe crewing for passenger vessels in the coastal area

Passengers on board	Minimum required certificates		Minimum crew
	Role	Certificate	
200 or more	Master	Skipper Restricted Limits 24m 500GT ^{1,2}	5
100–199	Mate	Skipper Restricted Limits ¹	4
	Deckhand	Qualified Deck Crew ²	
	Engineer	According to the flowchart (may be mate or deckhand)	
50–99	Master	Skipper Restricted Limits ^{1,2}	3
	Deckhand	Qualified Deck Crew ²	
	Engineer	According to the flowchart (may be deckhand)	

1. With appropriate required-length endorsement.
 2. Passenger endorsement required.

Table 6 Passenger vessels – inshore area

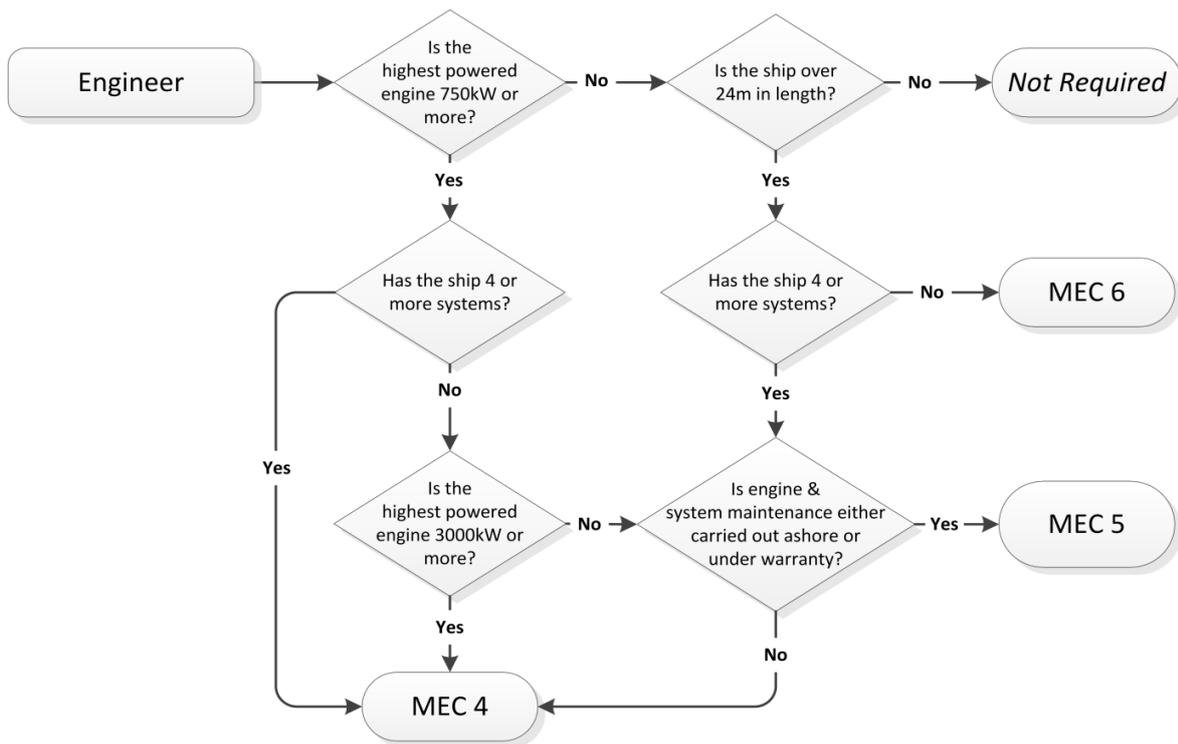


Figure 3 Assessing minimum safe crewing for passenger vessels in the inshore area

Passengers on board	Minimum required certificates		Minimum crew
	Role	Certificate	
200 or more	Master	Skipper Restricted Limits <24m ^{1,2}	4
100–199	Deckhand Engineer	Qualified Deck Crew ² According to the flowchart (may be the deckhand)	3

1 With appropriate required-length endorsement.
 2 Passenger endorsement required.

Table 7 Passenger vessels – enclosed area

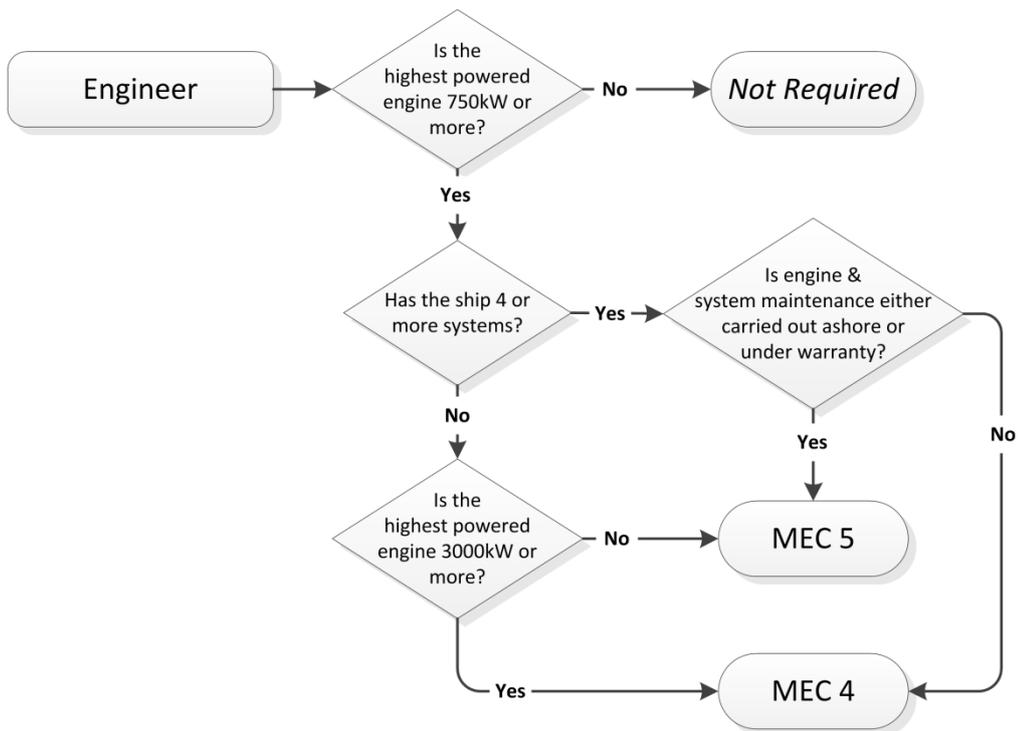


Figure 4 Assessing minimum safe crewing for passenger vessels in the enclosed area

Minimum safe crewing – optional MSCD

The owners and masters of the following ships may apply to the Director of MNZ for a MSCD issued under Subpart A of Part 31:

- passenger ships:
 - operating in inshore limits and carrying fewer than 50 passengers
 - operating in enclosed water limits and carrying fewer than 100 passengers
- non-passenger ships:
 - less than 24m operating in offshore limits
 - less than 24m operating in coastal limits
 - less than 3000GT operating in inshore limits
 - less than 3000GT operating in enclosed water limits.

Alternatively, the owner and master can operate a ship without a MSCD if they ensure that crewing of their ship meets the minimum crewing requirements (for both the certificates to be held and minimum number of crew) specified in Tables 10–15 of rule 31.84(4) and accompanying flowcharts (where applicable) at all times.

The master must hold a passenger endorsement issued under rule 32.59 if the vessel is carrying more than 19 passengers.

The master of a square-rigged sailing ship and, one navigational watchkeeper (where one or more navigational watchkeepers is required) must hold a square-rigged sailing endorsement.

3. Engineering system requirements

Definitions

'System' means any system for which an engineer is responsible, other than the main propulsion machinery. 'Systems' are then referred to in the flowcharts, which have been developed with industry for the purpose of determining engineer qualifications. Examples include:

Bilge system with oily water separator: where the bilges are normally and routinely pumped overboard through the oily water separator, when it is legal to do so. If because of the vessel's normal operational pattern bilge water is pumped into a holding tank and then ashore – even though an oily water separator may be fitted – this does not count as a system.

Purifiers and oil fuel transfer systems: where fuel is stored in two or more storage tanks and there is pipework and pumping capacity to enable fuel to be transferred between storage tanks for reasons of stability; for consumption, the fuel is pumped from the storage tanks to a settling tank and then through a purifier to a daily service tank (or tanks), which supplies the main and auxiliary engines.

Boiler and any associated heating system: where an oil-fired boiler supplies steam under pressure for tank or accommodation heating, or for process work in an onboard factory area.

Automatic sprinkler system: where a fire-fighting sprinkler system protects the passenger or crew accommodation or cargo spaces, and is set off automatically by fire/smoke detectors in the event of fire in the area.

Cold chambers with separate refrigerating plant: where cargo spaces carry chilled or frozen cargo, with a central refrigeration plant supplying all spaces. Does not include chambers or plant solely for carriage of supplies for crew and passengers.

Water ballast and transfer system: where two or more tanks and associated pipework and pumping systems enable ballast water to be routinely pumped into or out of any tank or tanks, or transferred between tanks, as a means of controlling the vessel's stability.

Computer-controlled machinery: where main and auxiliary machinery are arranged so that all functions (starting, controlling, and stopping engines, pumps and other machinery) can be set up to occur automatically under the control of a central computerised system.

Auxiliary generators capable of operating in parallel: where two or more generators or alternators can be connected in parallel to run the electrical systems through a central switchboard. Does not apply if two or more generators each supply an electrically separate part of the system, or if it is not possible to connect more than one generator to the switchboard at a time.

Reticulated hydraulic system: where one or more hydraulic pumps supply more than one hydraulic motors from a central location via an hydraulic ring-main.

Transverse thrusters: where transverse thrusters are driven by mechanical, electrical or hydraulic means. Does not include azimuthing or Voith-Schneider main propulsion machinery.

4. General enquiries

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