

Maritime Rules

Part 31B - Crewing and Watchkeeping Offshore, Coastal and Restricted (Non-Fishing Vessels)

Effective 21 September 2006

Maritime Rules

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History of Part 31B

This part first came into force on 1 February 2001 and now incorporates the following amendments:

Amendment 1

Part 32 - Certified Deckhand Amendment

Effective date

21 September 2006

Summary of amendments

31B.3 - amended subrule

31B.5, Table 1 - amended Table 1

31B.12, Table 4 - amended Table 4

Contents

Part objective	ii
Extent of consultation	iii
Commencement	iii
Section 1 - General	1
31B.1 Entry into force	1
31B.2 Definitions	1
31B.3 Abbreviations	4
31B.4 Application	4
31B.5 Equivalent certificates	5
Section 2 - Minimum safe crewing	8
31B.6 General requirements	8
31B.7 Minimum safe crewing document requirements	9
31B.8 Minimum safe crewing assessment	11
Section 3 - Passenger vessels	13
31B.9 Inshore area	13
31B.10 Enclosed area	14
31B.11 High speed vessels	15
Section 4 - Non-passenger vessels	17
31B.12 Offshore area	17
31B.13 Coastal area	17
31B.14 Inshore area	18
31B.15 Enclosed area	21
Section 5 - Watchkeeping	22
31B.16 Fitness for duty	22
31B.17 Fatigue	22
31B.18 Watchkeeping standards	22

Part objective

Part 31B prescribes the minimum crew numbers and the crew qualifications required for New Zealand ships, other than fishing vessels, when operating within specified sea limits. It contains rules for minimum safe crewing assessments and Minimum Safe Crew Documents for specified ships. It also contains rules about fitness for duty, avoiding fatigue, and keeping a safe watch at sea.

Part 31B takes account of standards found in SOLAS, the International Convention for the Safety of Life at Sea, and STCW 95, the International Convention on Standards of Training, Certification and Watchkeeping 1995.

Part 31B will replace the Shipping (Manning of Restricted-Limit Ships) Regulations 1986.

Authority for making Part 31B is found in section 36(1)(b), (n), (o) and (p) of the Maritime Transport Act 1994.

Extent of consultation

On 9 September 2000, the Maritime Safety Authority published in each of the daily newspapers in the four main centres of New Zealand a notice inviting comments on the proposed Part 31B. A notice was also published in the *New Zealand Gazette* on 7 September 2000. Copies of the draft Part 31B and the invitation to comment were then sent to interested parties. Comments on the Part were requested to be made by 1 November 2000 but were accepted until 4 December 2000.

Sixty eight submissions were received on Part 31B. All submissions were considered and, where appropriate, the proposed rules were amended to take account of the comments made.

Commencement

Part 31B as amended was referred to and signed by the Minister of Transport.

Part 31B will come into force on 1 February 2001.

Section 1 - General

31B.1 Entry into force

- (1) Except as provided in rules 31B.1(2) to (4), Part 31B comes into force on 1 February 2001.
- (2) The requirements in rule 31B.8(4) for medical training come into force on 1 February 2002.
- (3) The requirements in Tables 2 to 8 for vessels of less than six metres in length overall come into force on 1 February 2003.
- (4) The requirement in Table 4 for the carriage of deckhands comes into force on 1 February 2003.

31B.2 Definitions

In Part 31B -

"Ashore or under warranty" in respect of engine and system maintenance, means carried out with specialist shore support to a standard that the Director considers justifies a reduction of engineer qualification on the vessel for which such support is provided:¹

"Bareboat charter sailing vessel" means a sailing vessel that is let for hire or reward, without a skipper, including a sailing ship provided in conjunction with a holiday establishment or hotel for the use of guests or tenants, and that the hirer uses solely for pleasure:

"Coastal area" means within the coastal limits set out in Appendix 2 of Part 20:

"Commercial ship" means a ship that is not -

- (a) a pleasure craft; or
- (b) solely powered manually; or
- (c) solely powered by sail:

"Crew" means the persons employed or engaged in any capacity on board a vessel, including the master, but not including a pilot or any person temporarily employed on the vessel while it is in port:

¹ Guidance on this standard is provided in the Advisory Circular to Part 31B.

"Director" means the Director of Maritime Safety as defined in the Maritime Transport Act 1994:

"Enclosed area" means the area within -

- (a) the enclosed water limits set out in Appendix 1 of Part 20; and
- (b) all New Zealand inland waters:

"Existing vessel" means a vessel that, on 1 February 2001, is entered in a Safe Ship Management system in accordance with Part 21 or a Safe Operating Plan under Part 40A, Part 40D or Part 80:

"Fishing vessel" means a vessel that is required to be registered under section 57 of the Fisheries Act 1983 or section 103 of the Fisheries Act 1996:

"High speed vessel" means a vessel to which Section 2 of Part 40A applies:

"Inshore area" means within -

- (a) the inshore limits set out in Appendix 1 of Part 20; and
- (b) any defined section of the coastal area not beyond the territorial sea of New Zealand which has been assigned to that vessel by a surveyor as an inshore limit in accordance with Part 20:

"Length" means length as defined in Part 40A:

"Length overall" means length overall as defined in Part 40A:

"New Zealand ship" means a ship that is registered under the Ship Registration Act 1992; and includes a ship that is not registered under that Act but is required or entitled to be registered under that Act:

"Non-passenger vessel" means any commercial ship that is not a passenger vessel or a fishing vessel:

"Offshore area" means within the offshore limits defined in Part 20:

"Offshore support vessel" means any vessel engaged in mineral prospecting, exploration, or production operations, or maintenance in respect of any such operation:

"Passenger" means any person carried on a vessel, other than -

- (a) the master and members of the crew, and any other person employed or engaged in any capacity on board the vessel on the business of the vessel; or
- (b) a person on board the vessel either in pursuance of an obligation laid upon the master to carry shipwrecked, distressed, or other persons, or by reason of any circumstance that neither the master nor the owner nor the charterer (if any) could have prevented or forestalled; or
- (c) a child under the age of 1 year:

"Passenger vessel" means any commercial ship that carries -

- (a) more than 12 passengers outside the restricted area; or
- (b) any passengers within the restricted area:

"Pleasure craft" means a vessel that is used exclusively for the owner's pleasure or as the owner's residence, and is not offered or used for hire or reward; but does not include a vessel that is:

- (a) provided for transport or sport or recreation by or on behalf of any institution, hotel, motel, place of entertainment, or other establishment or business; or
- (b) used on any voyage for pleasure if it is normally used as a fishing ship or for the carriage of passengers or cargo for hire or reward; or
- (c) operated or provided by any club, incorporated society, trust, or business:

"Restricted area" means the inshore and enclosed areas:

"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; and
- (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; and
- (c) a submarine or other submersible:

"System" means any system for which an engineer is responsible, other than the main propulsion machinery:

"Vessel" means ship.

31B.3 Abbreviations

In Part 31B -

"ADH" means Advanced Deck Hand:

"CDH" means Certificated Deckhand.

"CFG" means Master Foreign Going:

"CLM" means Commercial Launchmaster (issued under the Masters, Mates, and Fishing Deckhands (Coastal, Fishing, and Restricted-Limit Ships) Qualification Regulations 1993):

"ECE" means Endorsed Chief Engineer:

"ILM" means Inshore Launch Master:

"LLO" means Local Launch Operator:

"MEC 1" means Marine Engineer Class 1:

"MEC 2" means Marine Engineer Class 2:

"MEC 3" means Marine Engineer Class 3:

"MEC 4" means Marine Engineer Class 4:

"MEC 5" means Marine Engineer Class 5:

"MEC 6" means Marine Engineer Class 6:

"NZOM" means New Zealand Offshore Master:

"NZOW" means New Zealand Offshore Watchkeeper:

"STCW" means meeting the requirements of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended in 1995:

"1MFG" means First Mate Foreign Going.

31B.4 Application

- (1) Part 31B applies to any New Zealand ship that is a passenger or a non-passenger vessel, -
 - (a) within the restricted area; and

- (b) if the vessel is less than 45 metres in length, within the coastal and offshore areas.
- (2) Part 31B does not apply to -
- (a) any pleasure craft; or
 - (b) any hire or drive boat to which section 3 of Part 40A applies; or
 - (c) any bareboat charter sailing vessel; or
 - (d) any vessel under tow.

31B.5 Equivalent certificates

Where Part 31B requires a person who holds a specific certificate of competency to be carried on board a vessel -

- (a) the Director will accept another certificate of competency issued in New Zealand that is specified in Table 1 as being equivalent to that certificate, subject to any applicable conditions specified in Table 1; and
- (b) the Director may accept as equivalent to that certificate another certificate of competency not referred to in Table 1, if the Director is satisfied that the requirements to obtain the certificate are not less than those required to obtain the certificate required by this Part.

Table 1

Certificate required	Certificates that are acceptable	Conditions under which equivalents are acceptable	
1MFG	CFG		
	Class 1 Deck Officer		
NZOM	1MFG or equivalent	Must have previously held NZOM or New Zealand Coastal Master	
	Class 2 Deck Officer		
	Second Mate Foreign Going		
	Master Deep Sea Fishing Vessel		
	Skipper Deep Sea Fishing Boat		
	Mate Deep Sea Fishing Vessel		
	Mate Deep Sea Fishing Boat		
	Master Home Trade		
	Skipper Coastal Fishing Boat		Limited to within 100 miles of the coast
	Master Small Home Trade Ship		
New Zealand Coastal Master			
NZOW	NZOM or equivalent		
	Master River Ship		
ILM	NZOW or equivalent	Must have a maritime engineering qualification issued by the Director, if no other engineer is carried	
	Master Restricted Limit Launch	Restricted to the limits specified for those certificates in the Shipping (Manning of Restricted- Limit Ships) Regulations 1986	
	Commercial Launch Master		
LLO	ILM or equivalent	Limited as endorsed	
	Local Launchman's Licence		
CDH	ADH		
	LLO or equivalent		
	Advanced Deck Hand Fishing Endorsement		
	AB Certificate		
	Integrated Rating		
MEC 2	MEC1		
	First Class Engineer		
	Second Class Engineer		
	MEC 2 ECE		
MEC 4	MEC 2 or equivalent	Limited to ship handling harbour tugs	
	First Class Coastal Motor		
	First Class Diesel Trawler Engineer		
	Chief Tug Engineer		
MEC 5	MEC 3		
	MEC 4 or equivalent		

Part 31B – Crewing and Watchkeeping. Offshore, Coastal and Restricted (Non-Fishing Vessels)

	Marine Engineer Watchkeeper	
	Second Class Coastal Motor	
	Engineer Local Ship	
	Engineer Local Motor Ship	
	River Engineer	
MEC6	MEC 5 or equivalent	
	Second Class Diesel Trawler Engineer	

Section 2 - Minimum safe crewing

31B.6 General requirements

- (1) Except as provided in rules 31B.6(2) and (7), the owner and the master of a vessel must not operate that vessel unless there is on board the number of crew necessary to operate the vessel safely, taking into account the requirements of rule 31B.8, and at least the minimum number of crew including seafarers holding the qualifications required by -
 - (a) the applicable tables and flow-charts in rules 31B.9 to 31B.15 inclusive; or
 - (b) a Minimum Safe Crewing Document issued by the Director in accordance with rule 31B.7(3).
- (2) The owner and the master of any vessel of the following classes must comply with rule 31B.6(1)(b):
 - (a) a passenger vessel operating in the offshore or coastal areas:
 - (b) a passenger vessel carrying 50 or more passengers in the inshore area:
 - (c) a passenger vessel carrying 100 or more passengers in the enclosed area:
 - (d) a high speed vessel:
 - (e) an offshore support vessel:
 - (f) a ship handling harbour tug:
 - (g) a pilot vessel.
- (3) No person may act in a crew position listed in the Minimum Safe Crewing Document unless that person holds the qualification which that document requires for the crew position.
- (4) The owner and the master of a vessel must monitor, on an on-going basis, the effectiveness of the crewing carried to meet rule 31B.6(1) in order to ensure compliance with rule 31B.8.
- (5) Where the tables in rules 31B.9, 31B.10 and 31B.12 to 31B.15 require engineer qualifications, those qualifications must be for steam or motor as appropriate.
- (6) Where the tables in rules 31B.9, 31B.10 and 31B.12 to 31B.15 allow the master, mate or other seafarer to perform the duties of the engineer, the vessel must

be fitted with means to allow the main engine to be controlled and monitored from the deck watchkeeping position.

- (7) The owner and the master of an existing vessel in respect of which no current Minimum Safe Crewing Document is held may, despite rule 31B.6(1), operate that vessel until 1 February 2002, if they -
- (a) comply with the requirements of the Shipping (Manning of Restricted-Limit Ships) Regulations 1986 that were applicable to that vessel on 31 January 2001; and
 - (b) carry on board the number of crew necessary to operate the vessel safely taking into account the requirements of rule 31B.8.

31B.7 Minimum safe crewing document requirements

- (1) Where the owner of a vessel is required to comply with rule 31B.6(1)(b), the owner must prepare and submit to the Director a proposal for the minimum safe crewing level for the vessel in accordance with rule 31B.7(2) at the following times -
- (a) on application for the Minimum Safe Crewing Document;
 - (b) before the document's validation or revalidation has expired;
 - (c) if the vessel undergoes a change in trading area, construction, machinery, equipment, operation, or maintenance, which may affect the minimum safe crewing level;
 - (d) if monitoring conducted in accordance with rule 31B.6(4) indicates that a change is necessary.
- (2) In preparing a proposal for the minimum safe crewing level, the owner of the vessel must apply the requirements in rule 31B.8 and -
- (a) make an assessment of the crew's tasks, duties and responsibilities that are necessary to operate the vessel safely, protect the marine environment, and deal with emergency situations; and
 - (b) make an assessment of the number and grades or capacities of the crew necessary to operate the vessel safely, protect the marine environment, and deal with emergency situations; and
 - (c) propose a minimum, safe crewing level based on the assessment of the numbers and grades or capacities of the vessel's crew, together with an explanation of how the vessel's proposed crew will deal with emergency situations including, where necessary, the evacuation of passengers; and
 - (d) ensure that the minimum safe crewing level will be adequate at all

- times and in all respects, taking into account requirements for cargo operations in port or at sea, and including meeting the requirements of peak workload situations; and
- (e) specify how the effectiveness of the proposed minimum safe crewing level will be monitored; and
 - (f) specify what consultation on that proposed minimum safe crewing level has taken place, and what the results of that consultation were.
- (3) An applicant is entitled to a Minimum Safe Crewing Document in respect of a vessel if -
- (a) the applicant makes an application, including the proposal required by rule 31B.7(1), for a Minimum Safe Crewing Document in accordance with section 35 of the Maritime Transport Act 1994; and
 - (b) the Director is satisfied that the applicable requirements of this Part and section 41 of the Maritime Transport Act 1994 have been met in respect of that application.
- (4) A Minimum Safe Crewing Document must specify the number of crew to be carried on the vessel to which it relates and the qualifications that they must hold depending on the different operating conditions for which the document is issued.
- (5) A Minimum Safe Crewing Document is valid -
- (a) for up to 5 years; or
 - (b) until the vessel undergoes a change in trading area, construction, machinery, equipment, operation or maintenance that may affect the minimum safe crewing level; or
 - (c) until the monitoring of the minimum safe crewing level under rule 31B.6(4) indicates that a change is necessary, whichever is the lesser period of time.
- (6) Where the owner of a vessel is required to comply with rule 31B.6(1)(b), the owner must ensure that the Minimum Safe Crewing Document is displayed on the vessel at all times or, if that is not practicable, ensure that the document is available to the crew of the vessel for inspection at any reasonable time.

31B.8 Minimum safe crewing assessment

- (1) The minimum crew required by rule 31B.6(1) must include sufficient crew to
 -
 - (a) maintain safe navigational, engineering and radio watches in accordance with the requirements of this Part and maintain general surveillance of the vessel; and
 - (b) moor and unmoor the vessel safely; and
 - (c) manage the safety functions of the vessel when employed in a stationary or near-stationary mode at sea; and
 - (d) perform operations, as appropriate, for the prevention of damage to the marine environment; and
 - (e) maintain the safety arrangements and the cleanliness of all accessible spaces to minimise the risk of fire; and
 - (f) provide for medical care on board the vessel; and
 - (g) ensure safe carriage of passengers and cargo during transit; and
 - (h) conduct all stages of the vessel's operation safely; and
 - (i) inspect and maintain, as appropriate, the structural integrity of the vessel; and
 - (j) operate all watertight closing arrangements and maintain them in effective condition and also deploy a competent damage control party; and
 - (k) operate all on-board fire-fighting and emergency equipment and life-saving appliances, carry out such maintenance of this equipment as is necessary at sea, and muster and disembark all persons on board; and
 - (l) operate the main propulsion and auxiliary machinery and maintain them in a safe condition to enable the vessel to overcome the foreseeable perils of the voyage; and
 - (m) supply provisions for and prepare nutritious meals on board the vessel.

- (2) In applying the requirements of rule 31B.8(1), the owner and the master must take into account the requirements of the Act and any maritime rules covering -
 - (a) watchkeeping:
 - (b) fitness for duty:
 - (c) safety management:

- (d) certification and licensing of seafarers:
 - (e) training of seafarers:
 - (f) occupational health, including hygiene:
 - (g) crew accommodation.
- (3) In applying the requirements of rule 31B.8(1), the owner and the master must take into account the following on board responsibilities:
- (a) on-going training requirements for all crew including the operation and use of fire-fighting and emergency equipment, life-saving appliances, and watertight closing arrangements:
 - (b) specialised training requirements for particular types of vessels; and
 - (c) provision of proper food and drinking water:
 - (d) the need to undertake emergency duties and responsibilities:
 - (e) the need to provide training opportunities for entrant seafarers to allow them to gain the knowledge and experience needed.
- (4) In applying the requirements of rule 31B.8(1)(f), the owner and the master of a vessel must ensure that a sufficient number of seafarers hold first aid or medical training certificates to meet the needs of any reasonably foreseeable medical emergency on board.

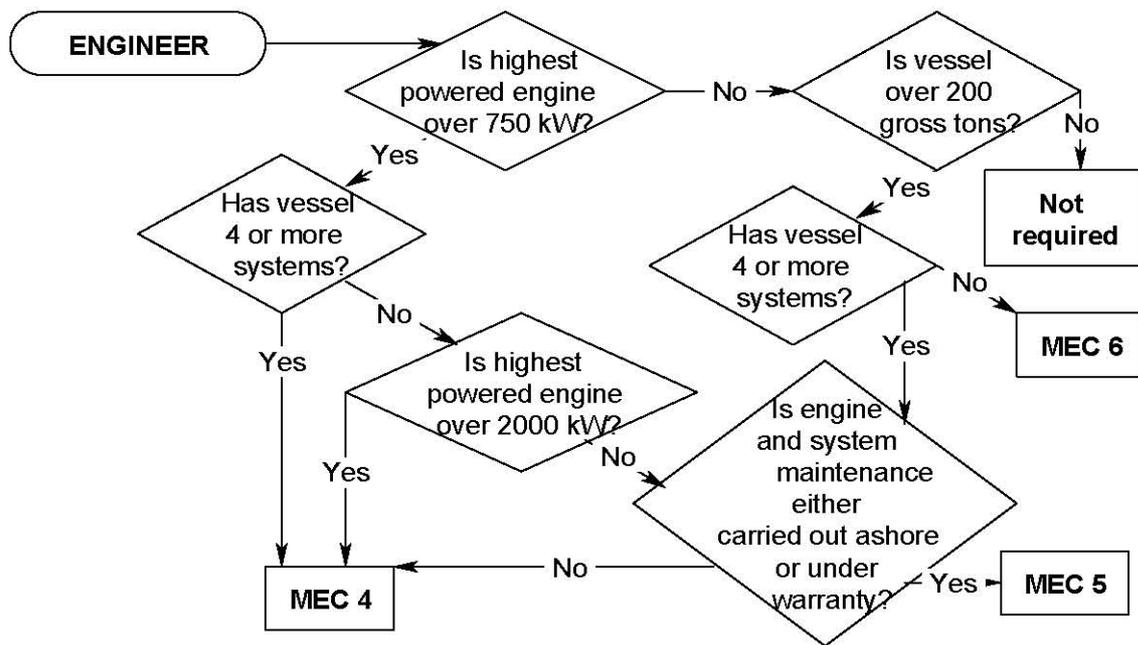
Section 3 - Passenger vessels

31B.9 Inshore area

- (1) Except as provided by rule 31B.6(1)(b), passenger vessels operating within the inshore area must carry -
 - (a) seafarers holding the minimum required qualifications specified in Table 2 and in the accompanying flow-chart; and
 - (b) at least the minimum crew specified in Table 2.
- (2) If the master of a vessel operating within the inshore limits set out in Appendix 1 of Part 20 holds an LLO, the master must ensure that the vessel remains within the nominated parts of the inshore area endorsed on the master's certificate.
- (3) If the master of a vessel operating within any defined section of the coastal area not beyond the 12 mile territorial sea of New Zealand, which has been assigned to that vessel by a surveyor in accordance with Part 20, holds -
 - (a) an NZOW or an ILM, the master must ensure that the vessel remains within 30 miles of a safe haven that is specified in the vessel's Safe Ship Management Certificate or Safe Operating Plan; and
 - (b) an LLO, the master must ensure that the vessel remains within -
 - (i) an area of operation endorsed on the master's certificate; and
 - (ii) 15 miles of a safe haven nominated under rule 32.9(1)(g)(ii)(bb); and
 - (iii) 4 miles of the coast.

Table 2

<i>Passengers on board</i>	<i>Minimum Required Qualifications</i>	<i>Minimum Crew</i>
20 to 49	Master - LLO up to 20 m in length overall and ILM if 20 m or more; Engineer - in accordance with the flow chart and may be the master	2
Less than 20		1



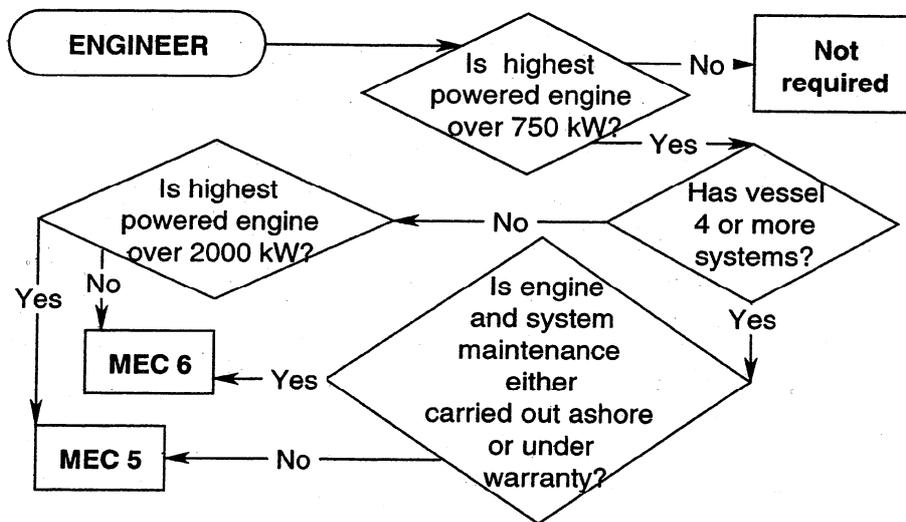
31B.10 Enclosed area

Except as provided by rule 31B.6(1)(b), passenger vessels operating in the enclosed area must carry at least -

- (a) seafarers holding the minimum required qualifications specified in Table 3 and in the accompanying flow-chart; and
- (b) the minimum crew specified in Table 3.

Table 3

Vessel length overall	Passenger on board	Minimum Required Qualifications	Minimum Crew
20 m or more	50 to 99	Master - ILM	2
	Less than 50	Engineer - in accordance with the flow chart and may be the master	
Less than 20 m	50 to 99	Master - LLO endorsed for the area	1
	Less than 50	Engineer - in accordance with the flow chart and may be the master	



31B.11 High speed vessels

- (1) The owner and the master of a high speed vessel carrying passengers must ensure that the master and all navigation watchkeepers on the vessel hold a high speed vessel endorsement issued under Part 32.
- (2) The owner and the master of a high speed vessel carrying passengers must ensure that all crew hold a type rating certificate issued under rule 31B.11(3) in respect of the vessel type used and the routes to be operated and that is appropriate to their duties.
- (3) The owner may issue a type rating certificate, valid for a period of up to 2 years, if the applicant has satisfactorily completed a type rating training programme approved by the Director under rule 31B.11(4).
- (4) The Director may approve a type rating training programme if -
 - (a) the type rating training programme nominates a Type Rating

Instructor who is responsible for the training programme, has experience in the operation of the vessel and of the intended route, and whom the Director considers acceptable for the purposes of providing instruction on the training programme; and

- (b) the programme includes -
- (i) a tour of the vessel by the Type Rating Instructor, paying particular attention to the systems appropriate to the intended duties of the trainee; and
 - (ii) on board training in all emergency duties intended to be allocated to the trainee; and
 - (iii) on board training in the vessel's equipment appropriate to the intended duties of the trainee; and
 - (iv) a period of time for the trainee on the vessel while under the instruction of the Type Rating Instructor; and
 - (v) a period of time for the trainee on the vessel while under the supervision of the Type Rating Instructor.

Section 4 - Non-passenger vessels

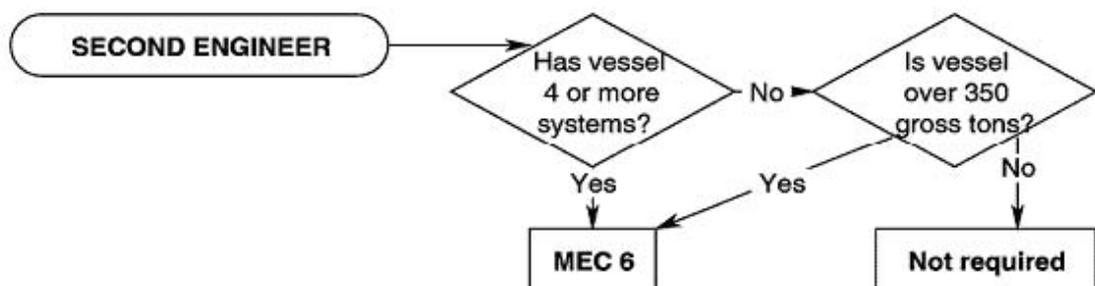
31B.12 Offshore area

Except as provided by rule 31B.6(1)(b), non-passenger vessels operating in the offshore area must carry at least-

- (a) seafarers holding the minimum required qualifications specified in Table 4 and in the accompanying flow-chart; and
- (b) the minimum crew specified in Table 4.

Table 4

<i>Vessel</i>	<i>Minimum Required Qualifications</i>	<i>Minimum Crew</i>
24 m or more length overall but less than 45 m in length	Master -NZOM with STCW endorsement Mate - NZOW Deckhand - CDH Chief Engineer -MEC 4 Second Engineer - in accordance with flow chart Engineers may be the mate or deckhand	4
Less than 24 m length overall	Master - NZOM with STCW endorsement Mate - NZOW Chief Engineer - MEC 4 and may be the master Second Engineer - in accordance with flow chart and may be the mate	3



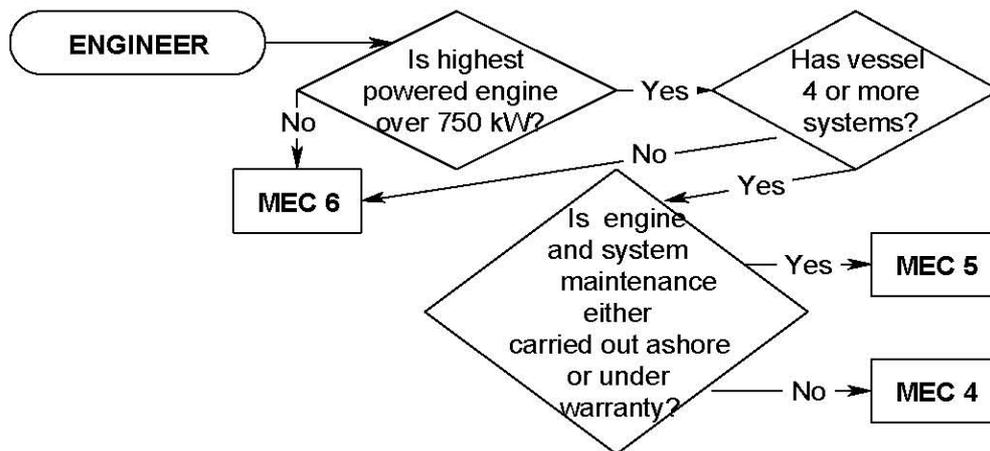
31B.13 Coastal area

Except as provided by rule 31B.6(1)(b), non-passenger vessels operating in the coastal area must carry at least -

- (a) seafarers holding the minimum required qualifications specified in Table 5 and in the accompanying flow-chart; and
- (b) the minimum crew specified in Table 5.

Table 5

<i>Vessel</i>	<i>Minimum Required Qualifications</i>	<i>Minimum Crew</i>
24 m or more length overall but less than 45 m in length	Master - NZOM Mate - NZOW Engineer - in accordance with flow chart and may be the mate	3
Less than 24 m length overall	Master - NZOW with command endorsement Mate - ILM Engineer - qualification in accordance with flow chart and may the mate	2



31B.14 Inshore area

- (1) Except as provided by rule 31B.6(1)(b), non -passenger vessels operating within the inshore limits set out in Appendix 1 of Part 20 must carry at least -
 - (a) seafarers holding the minimum required qualifications specified in Table 6 and in the accompanying flow-chart; and
 - (b) the minimum crew specified in Table 6.

- (2) If the master of a vessel operating within the inshore limits set out in Appendix 1 of Part 20 holds an LLO, the master must ensure that the vessel remains within the nominated parts of the inshore area endorsed on the master's certificate.

Table 6

<i>Vessel length overall</i>	<i>Minimum Required Qualifications</i>	<i>Minimum crew</i>
24 m or more	Master - NZOW with command endorsement Mate – ILM Engineer - in accordance with the flow chart and may be the mate	2
	If operating within the Extended River Limits that were specified in the Shipping Restricted Limits Notice 1980: Master -CLM Engineer - in accordance with the flow chart and may be the master	
20 m or more but less than 24 m	Master -ILM Engineer - in accordance with the flow chart and may be the master	
6 m or more but less than 20 m	Master -LLO Engineer - in accordance with the flow chart and may be the master	1
Less than 6 m; or operating within a marine farm	Master -LLO or Industry specific training qualification issued under Part 35	

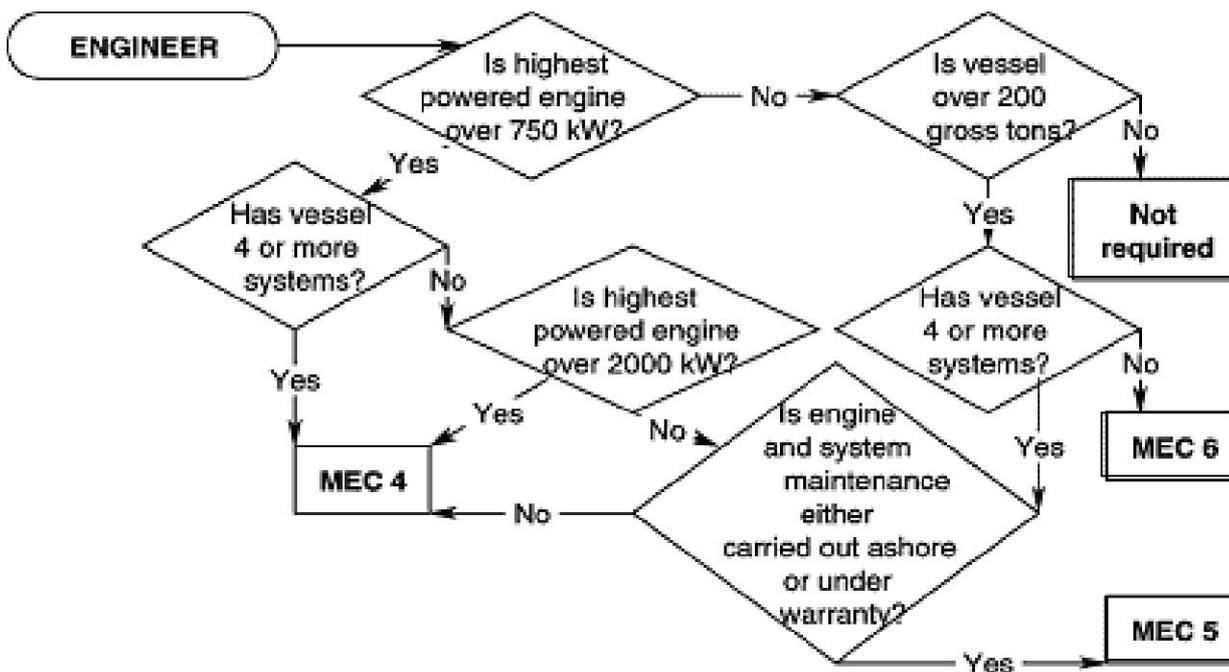
- (3) Except as provided by rule 31B.6(1)(b), non-passenger vessels operating in any defined section of the coastal area not beyond the 12 mile territorial sea of New Zealand, which has been assigned to that vessel by a surveyor as an inshore limit in accordance with Part 20, must carry at least -
- (a) seafarers holding the minimum required qualifications specified in Table 7 and in the accompanying flow-chart; and
 - (b) the minimum crew specified in Table 7.
- (4) If the master of a vessel operating within any defined section of the coastal area not beyond the 12 mile territorial sea of New Zealand, which has been assigned to that vessel as an inshore limit by a surveyor in accordance with Part 20, holds -
- (a) an NZOW or an ILM, the master must ensure that the vessel remains within 30 miles of a safe haven that is specified in the vessel's Safe Ship Management Certificate or Safe Operating Plan; and
 - (b) an LLO, the master must ensure that the vessel remains within -
 - (i) an area of operation endorsed on the master's certificate; and
 - (ii) 15 miles of a safe haven nominated under rule

32.9(1)(g)(ii)(bb); and

(iii) 4 miles of the coast.

Table 7

Vessel overall length	Minimum Required Qualifications	Minimum crew
24 m or more	Master - NZOW with command endorsement Mate - ILM Engineer - in accordance with the flow chart and may be the mate	2
	If operating within the Extended River Limits that were specified in the Shipping Restricted Limits Notice 1980: Master - CLM Engineer - in accordance with the flow chart and may be the master	
20 m or more but less than 24 m	Master -ILM Engineer - in accordance with the flow chart and may be the master	1
6 m or more but less than 20 m		
Less than 6 m; or operating within a marine farm	Master -LLO or Industry specific training qualification issued under Part 35	



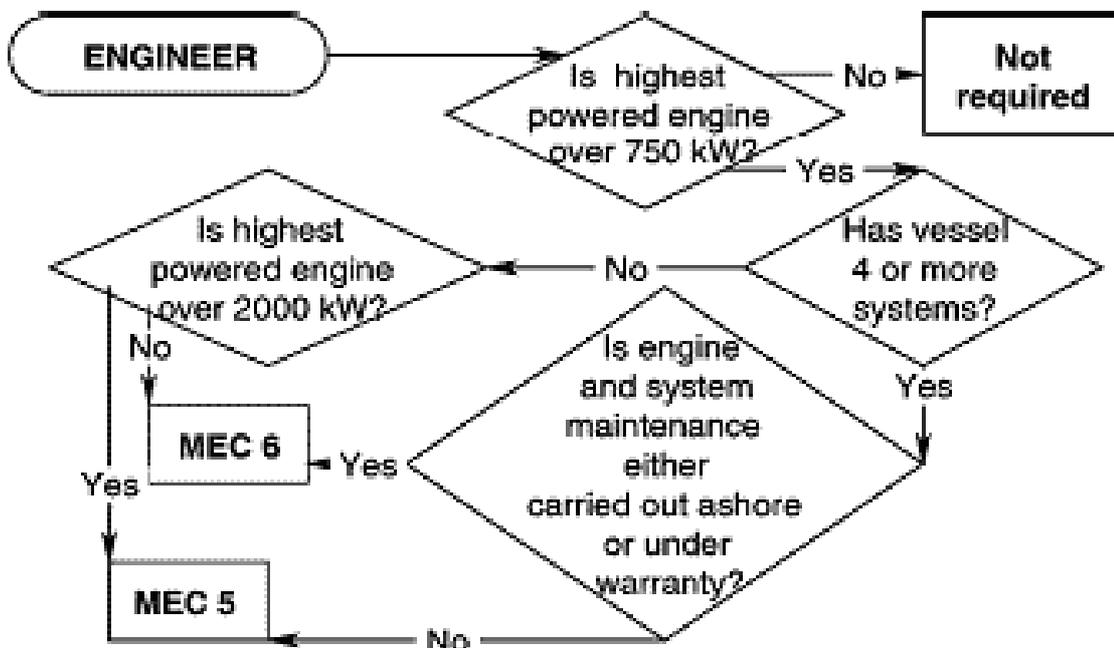
31B.15 Enclosed area

Except as provided by rule 31B.6(1)(b), non-passenger vessels operating in the enclosed area must carry at least -

- (a) seafarers holding the minimum required qualifications specified in Table 8 and in the accompanying flow-chart; and
- (b) the minimum crew specified in Table 8.

Table 8

<i>Vessel length overall or type</i>	<i>Minimum Required Qualifications</i>	<i>Minimum crew</i>
20 m or more	Master -ILM Engineer - in accordance with the flow chart	2
6 m or more and less than 20m	Master -LLO Engineer - in accordance with the flow chart and may be the master	1
Less than 6 m; or operating within a marine farm	Master -LLO or Industry specific training qualification issued under Part 35	



Section 5 - Watchkeeping

31B.16 Fitness for duty

- (1) The owner and the master of a vessel must establish and implement procedures in respect of the vessel's crew, taking into account the requirement in 31B.17(1), to ensure that all crew are fit for duty when keeping a watch.
- (2) The crew of a vessel must ensure, taking into account the requirement in rule 31B.17(2), that they are fit for duty at all times when keeping a watch.

31B.17 Fatigue

- (1) When the owner and the master of a vessel establish and implement procedures for ensuring a seafarer's fitness for duty, they must take into account that –
 - (a) the level of alertness of a person keeping a navigational or engine-room watch may be affected by fatigue; and
 - (b) whenever alertness is affected by fatigue, performance can be impaired.
- (2) A seafarer on a vessel, when considering his or her fitness for duty, must take into account –
 - (a) the signs, symptoms, and effects of fatigue²; and
 - (b) that fatigue affects alertness; and
 - (c) that the performance of any person whose alertness is affected by fatigue can be impaired.

31B.18 Watchkeeping standards

- (1) The owner and the master of a vessel must establish and implement watchkeeping procedures³ addressing –
 - (a) for navigational watchkeeping, –
 - (i) the composition of the watch:
 - (ii) the fitness for duty of watchkeepers:

² Guidance on the effects and the signs and symptoms of fatigue is provided in the Advisory Circular to Part 31B

³ Guidance on watchkeeping procedures is provided in the Advisory Circular to Part 31B

- (iii) navigation planning and duties:
 - (iv) the use of navigational equipment:
 - (v) look-out duties:
 - (vi) the notification of the master of any change in weather conditions:
 - (vii) the protection of the marine environment:
 - (viii) navigation with pilot on board:
 - (ix) keeping an anchor watch:
 - (x) radio watchkeeping; and
- (b) for engine-room watchkeeping –
- (i) the composition of the watch:
 - (ii) taking over the watch:
 - (iii) performing the watch:
 - (iv) keeping the watch in restricted visibility:
 - (v) keeping the watch in congested waters:
 - (vi) keeping the watch at anchor.
- (2) The crew of a vessel must comply with watchkeeping procedures established under rule 31B.18(1).