

Maritime Rules

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

Maritime New Zealand Consolidation

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Part objective

Part 42A prescribes performance standards and requirements for the maintenance, servicing, testing, and inspection of life-saving appliances. It also prescribes requirements for instructions for on board maintenance and inspections and on board training manuals.

The appliances covered by the Part include lifebuoys, lifejackets, immersion suits, anti-exposure suits, visual signals, survival craft, rescue boats, evacuation systems, line-throwing appliances, and general alarm and public address systems.

Part 42A complements Parts 40A to 40E, which specify the numbers and types of appliances to be carried on various types of ships operating in defined limits.

Part 42A, together with the Part 40 series replaces the regulations entitled the *Shipping (Lifesaving Appliances) Regulations 1989*. These regulations incorporate codes of practice and performance standards made by the Minister of Transport pursuant to the Shipping and Seamen Act 1952, which were published as a supplement to the *New Zealand Gazette* of 26 October 1989 (issue number 190) and dated 31 October 1989.

The proposed maritime rules will supersede the 1989 regulations and associated codes of practice and performance standards. While the requirements remain the same, the rules incorporate many of these standards by reference from the International Maritime Organization's *International Life-Saving Appliance Code*.

The authority for making Part 42A is section 36(1)(b), (f), (k) and (t) of the Maritime Transport Act 1994.

Maritime Rules are subject to the Regulations (Disallowance) Act 1989. 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 this Act.

Disclaimer:

This document is the current consolidated version of Maritime Rules Part 42A produced by Maritime New Zealand, and serves as a reference only. It has been compiled from the official rules that have been signed into law by the Minister of Transport. Copies of the official rule and amendments as signed by the Minister of Transport may be downloaded from the Maritime New Zealand website. www.maritimenz.govt.nz

History of Part 42A

Part 42A first came into force on 1 February 2001 and now incorporates the following amendments:

Amendment	Effective date
Amendment 1	27 May 2004
Amendment 2	4 September 2008
Amendment 3	1 April 2010
Amendment 4	1 April 2011
Amendment 5	1 April 2014
Amendment 6	1 July 2014
Amendment 7	7 August 2014
Amendment 8	1 January 2015
Amendment 9	1 April 2015
Amendment 10	1 April 2015
Amendment 11	1 June 2015
Amendment 12	1 February 2018
Amendment 13	13 December 2019
Amendment 14	31 March 2021
Amendment 15	28 January 2026

Summary of amendments

Amendment 1 Maritime Rules Amendments Part 20-90	PO, 42A.2, 42A.5A, 42A.17(2)(a)
Amendment 2 Maritime (Various Amendments) Rules 2008	42A.17(2)(a), 42A.17(4), 42A.19(1) & (2), 42A.20, 42A.21, 42A.31(1)(e)
Amendment 3 Part 40E: Design, Construction and Equipment – Sailing Ships	42A.19(2)(a)
Amendment 4 Maritime Rules Various Amendments	PO, 42A.2, 42A.10, 42A.14
Amendment 5 Parts 20, 31, 32, 34 and 35: Consequential Amendments	42A.2
Amendment 6 Parts 19 and 44: Consequential Amendments	42A.2, 42A.5, 42A.36
Amendment 7 Part 40A, Part 40C, Part 40D, Part 40E, Part 40F, and Part 42A: Amendment 2014	42A.28
Amendment 8 Maritime Rules Various Amendments 2014	42A.2
Amendment 9 Maritime Rules Various Amendments 2015	Part Objective, 42A.2, Appendix

Amendment 10 Maritime Rules Various IMO-related Amendments 2015	42A.2
Amendment 11 Maritime Rules Various SOLAS-related Amendments 2015	42A.2, 42A.5, 42A.33, 42A.35, 42A.36, 42A.40A, 42A.41
Amendment 12 Maritime Rules Various Amendments [Changes Related to Conventions] 2017	42A.2 Definitions, 42A.39A (New Rule)
Amendment 13 Maritime Rules Various Amendments 2019	42A.13
Amendment 14 Maritime Rules (International Omnibus) Various Amendments 2020	42A.32A, 42A.32B, 42A.33, 42A.33A, 42A.35, 42A.36, 42A.40, 42A.41
Amendment 15 Maritime Rules Amendments 2025 (No 3)	42A.2, 42A.28

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<https://www.maritimenz.govt.nz/Rules/>

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General**42A.1 Entry into force**

Part 42A comes into force on 1 February 2001.

42A.2 Definitions**approved servicing station**

- (a) in relation to inflatable liferafts, inflated rescue boats, hydrostatic release units, and marine evacuation systems, means a facility for servicing inflatable liferafts that has been approved—
- (i) for that purpose by the Director under rule 42A.5A; or
 - (ii) as complying with International Maritime Organization Assembly Resolution A.761(18) entitled Recommendation on Conditions for the Approval of Servicing Stations for Inflatable Liferafts by the competent authority of another State party to SOLAS or by classification society; and

in relation to inflatable lifejackets, means a facility for servicing inflatable liferafts that has been—

- (i) approved for that purpose under rule 42A.5A; and
- (ii) approved in writing by the manufacturer of the inflatable lifejacket as a servicing station for that product.

Certificate of Surveyor Recognition—

- (a) has the same meaning as in Part 44; and
- (b) includes any document that is deemed under Part 44 to be a valid Certificate of Surveyor Recognition:

charter yacht means a sailing ship that is offered for hire by its owner either—

- (a) with master and crew; or
- (b) without a master and crew:

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:

coastal limits has the same meaning as in Part 20:

current, in relation to a document means that it is valid, has not expired, and, in the case of a maritime document, has not been suspended or revoked by the Director:

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:

Director means the person who is for the time being the Director of Maritime Safety under section 439 of the Maritime Transport Act 1994:

enclosed water limits has the same meaning as in Part 20:

inshore limits has the same meaning as in Part 20:

International Life-Saving Appliance Code means the Code adopted by the Maritime Safety Committee of the International Maritime Organization in Resolution MSC.48(66)

and made mandatory under the International Convention for the Safety of Life at Sea, 1974 by amendments to that Convention adopted by MSC.47(66):

length means 96 percent of the total length on a waterline at 85 percent of the least moulded depth measured from the top of the keel, or the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured is to be parallel to the designed waterline:

life-saving appliance means any device, arrangement, apparatus or thing intended to sustain the lives of people in distress, or to signal their distress, or to alert people on board a ship to an emergency, and includes lifebuoys, lifejackets, immersion suits, anti-exposure suits, visual signals, survival craft, rescue boats, evacuation systems, line-throwing appliances, and general alarm and public address systems:

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 operation has the same meaning as in Part 19:

master means any person (except a pilot) having command or charge of any ship:

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-SOLAS, in relation to a life-saving appliance, means an appliance that is not required by maritime rules to meet the requirements for that type of appliance contained in the International Convention for the Safety of Life at Sea, 1974:

offshore limits has the same meaning as in Part 20:

owner—

- (a) in relation to a ship registered in New Zealand under the Ship Registration Act 1992, means the registered owner of the ship:
- (b) in relation to a ship registered in any place outside New Zealand, means the registered owner of the ship:
- (c) in relation to a fishing ship, other than one to which paragraph (a) or paragraph (b) of this definition applies, means the person registered as the owner under section 57 of the Fisheries Act 1983:
- (d) in relation to a ship to which paragraph (a) or paragraph (b) or paragraph (c) of this definition applies, where, by virtue of any charter or demise or for any other reason, the registered owner is not responsible for the management of the ship, includes the charterer or other person who is for the time being so responsible:
- (e) in relation to an unregistered ship or a registered ship that does not have a registered owner, means the person who is for the time being responsible for the management of the ship:

Part means a group of rules made under the Maritime Transport Act 1994:

passenger means any person carried on a ship, other than—

- (a) the master and members of the crew, and any other person employed or engaged in any capacity on board the ship on the business of the ship:
- (b) a person on board the ship 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:
- (c) a child under the age of 1 year:

passenger ship means a ship which carries more than 12 passengers on a voyage beyond restricted limits, or any passengers on a voyage within restricted limits:

restricted coastal limits has the same meaning as in Part 20:

restricted limits has the same meaning as in Part 20:

ro-ro cargo spaces mean spaces not normally subdivided in any way and extending to either a substantial length or the entire length of the ship in which goods (packaged or in bulk, in or on rail or road cars, vehicles (including road or rail tankers), trailers, containers, pallets, demountable tanks or in or on similar stowage units or other receptacles) can be loaded and unloaded normally in a horizontal direction:

ro-ro passenger ship means a passenger ship with ro-ro cargo spaces or special category spaces:

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:

sailing ship means a ship that—

- (a) is designed to be navigated under wind power alone and for which any motor provided is an auxiliary means of propulsion; or
- (b) possesses a non-dimensional ratio of (sail area) divided by (volume of displacement) $\frac{2}{3}$ of more than 9:

sail training ship means a sailing ship that is used either—

- (a) to provide instruction in the principles of responsibility and team endeavour and to advance education in the art of seamanship; or
- (b) to provide instruction in navigation and seamanship for sailors:

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:

SOLAS, in relation to a life-saving appliance, means an appliance that is required by maritime rules to meet the requirements for that type of appliance contained in the International Convention for the Safety of Life at Sea, 1974:

special category spaces means those enclosed spaces above or below the bulkhead deck intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion, into and from which such vehicles can be driven and to which passengers have access:

surveyor means a person who holds a current Certificate of Surveyor Recognition under Part 44.

42A.3 Application

- (1) Subject to rule 42A.3(2), Part 42A applies to—
 - (a) life-saving appliances that are installed or intended to be installed on any New Zealand ship, if maritime rules¹ require—

¹ Such requirements are found in Part 40A in respect of passenger ships which are not SOLAS ships; Part 40B in respect of SOLAS ships; Part 40C in respect of non-passenger ships which are not SOLAS ships; and Part 40D in respect of fishing ships.

- (i) the ship to be provided with that type of life-saving appliance; or
 - (ii) that type of life-saving appliance to meet the requirements of Part 42A; and
 - (b) any ship on which life-saving appliances are required by maritime rules to be carried.
- (2) Part 42A does not apply to a life-saving appliance that—
- (a) was placed on a ship before 1 February 2001, as required by the legislation in force at the time of its placement; and
 - (b) complies with the applicable standard for that appliance prescribed by the legislation in force at the time of its placement on the ship; and
 - (c) remains fit for purpose to the satisfaction of a surveyor.

42A.4 General requirements for life-saving appliances

Except as otherwise provided in this Part, any life-saving appliance must meet the requirements set out in paragraphs 1.2.2.1 to 1.2.2.8, and paragraph 1.2.2.10 of section 1.2 of the *International Life-Saving Appliance Code*.

42A.5 Approval of life-saving appliances

- (1) The Director or a surveyor who holds a current Certificate of Surveyor Recognition that entitles the surveyor to perform the function must approve life-saving appliances that meet the requirements of this Part, where such approval is required by this Part or by the *International Life-Saving Appliance Code* as incorporated by this Part.
- (2) Any life-saving appliance that is carried on a ship that is subject to deterioration with age must be within the period of acceptability—
 - (a) that is provided in the manufacturer's recommendations; or
 - (b) prescribed by the Director by public notification,

whichever is the lesser period.

- (3) For the purposes of marking SOLAS life-saving appliances, as required by the provisions of the *International Life-Saving Appliance Code* as incorporated in Part 42A, the approving authority is—
 - (a) the Director; or
 - (b) a surveyor recognised by the Director for that purpose under rule 46.29; or
 - (c) the maritime administration of a country other than New Zealand recognised by the Director for that purpose.
- (4) Where approval for alternative design and arrangements for SOLAS life-saving appliances required by Part 40B are sought, the owner of a ship with a date of build on or after 1 January 2016 must comply with the applicable requirements of Part C of Chapter III of SOLAS.

42A.5A Approval of liferaft servicing stations

- (1) No person may operate a liferaft servicing station in New Zealand to service a liferaft required to be in service under rule 42A.37 unless that person holds or is employed by the holder of an approved service station certificate.
- (2) An applicant is entitled to an approved servicing station certificate if—
 - (a) the applicant makes an application under section 35 of the Act; and
 - (b) the Director is satisfied that the requirements specified in paragraph (3) and section 41 of the Act have been complied with in respect of that certificate.
- (3) An applicant for an approved servicing station certificate must provide evidence satisfactory to the Director that the facility complies with International Maritime Organization Assembly Resolution A.761 entitled *Recommendation on Conditions for the Approval of Servicing Stations for the Inflatable Liferafts*.

- (4) The Director may issue an approved servicing station certificate for a period not exceeding 3 years and subject to any conditions that the Director considers necessary in the interests of maritime safety.
- (5) It is a condition of every approved servicing station certificate that any person who services a liferaft must be trained by a person approved by the manufacturer of that liferaft.

Survival craft and rescue boats

42A.6 Lifeboats – general requirements

Any required lifeboat must comply with the requirements of section 4.4 of the *International Life-Saving Appliance Code* in respect of construction, carrying capacity, access into lifeboats, buoyancy, freeboard, stability, propulsion, fittings, equipment, and markings.

42A.7 Lifeboats – additional requirements for partially and totally enclosed lifeboats, free-fall lifeboats, lifeboats with self-contained air support systems, and fire-protected lifeboats

In addition to the requirements of rule 42A.6, any required lifeboat must meet the requirements of the following sections of the *International Life-Saving Appliance Code* where these sections apply to that type of lifeboat—

- (a) section 4.5 in respect of a partially enclosed lifeboat:
- (b) section 4.6 in respect of a totally enclosed lifeboat:
- (c) section 4.7 in respect of a free-fall lifeboat:
- (d) section 4.8 in respect of a lifeboat with self-contained air support system:
- (e) section 4.9 in respect of a fire-protected lifeboat.

42A.8 SOLAS liferafts – general requirements

Any required SOLAS liferaft, other than a liferaft to which rule 42A.10 applies, must meet the requirements of section 4.1 of the *International Life-Saving Appliance Code* in respect of construction, minimum carrying capacity and mass, fittings, davit-launching arrangements, equipment, float-free arrangements, and hydrostatic release units.

42A.9 SOLAS liferafts – additional requirements for inflatable and rigid liferafts

In addition to the requirements of rule 42A.8, any required SOLAS liferaft, other than a liferaft to which rule 42A.10 applies, must meet the requirements of the following sections of the *International Life-Saving Appliance Code* where those sections apply to that type of liferaft—

- (a) section 4.2, in respect of an inflatable liferaft; and
- (b) section 4.3, in respect of a rigid liferaft.

42A.10 SOLAS liferafts – canopied reversible liferafts and automatically self-righting liferafts on ro-ro passenger ships

All canopied reversible liferafts and automatically self-righting liferafts on ro-ro passenger ships must comply with the requirements of the International Maritime Organization's Maritime Safety Committee circular MSC/Circ.809 *Recommendation for Canopied Reversible Liferafts, Automatically Self-Righting Liferafts and Fast Rescue Boats, Including Testing, on Ro-Ro Passenger Ships* adopted at its 68th session, 1997.

42A.11 Non-SOLAS liferafts – general requirements

- (1) Except as provided in rules 42A.11 (2), any required non-SOLAS liferaft must meet the requirements of section 4.1 of the *International Life-Saving Appliance Code* in respect of construction, minimum carrying capacity and mass, and equipment.

- (2) The requirements of rule 42A.11(1) are modified as follows:
- (a) the drop height of 18 metres referred to in paragraph 4.1.1.2 of the *International Life-Saving Appliance Code* is reduced to six metres. If the liferaft is to be stowed at a height of more than six metres above the waterline in the lightest seagoing condition, it must be of a type that has been satisfactorily drop-tested from at least that height:
 - (b) the means of providing rainwater referred to in sub-paragraph .6 of paragraph 4.1.1.5 of the *International Life-Saving Appliance Code* need not be provided:
 - (c) the means of insulating the floor of the liferaft against cold referred to in sub-paragraph .1 of paragraph 4.2.2.2 of the *International Life-Saving Appliance Code* need not be provided:
 - (d) the temperature of -30°C referred to in subparagraph .1 of paragraph 1.2.2, paragraph 4.2.2.3 and subparagraph .2 of paragraph 4.2.8.1 of the *International Life-Saving Appliance Code* is increased to -18°C:
 - (e) the minimum carrying capacity of liferafts is four persons, provided that liferafts accommodating less than six persons may be carried only on ships on which the total number of persons on board is less than six:
 - (f) the liferaft must be fitted with an efficient painter of length equal to not less than twice the distance from the stowed position to the waterline in the highest seagoing condition or ten metres, whichever is the greater:
 - (g) the semi-rigid boarding ramp or ramps referred to in paragraph 4.2.4.1 of the *International Life-Saving Appliance Code* need not be fitted:
 - (h) the liferaft equipment required to be carried on board offshore limit and coastal limits ships need not include the items specified at subparagraphs .7, .17, .18, .19, and .20, of paragraph 4.1.5.1 of the *International Life-Saving Appliance Code* and may be limited to half the quantity specified the items specified in subparagraphs .10, .11, and .12 of that paragraph of that Code:
 - (i) the liferaft equipment required to be carried on board restricted coastal limits ships and restricted limit ships need not include the items specified at subparagraphs .7, .8, .10, .12, .14, .15, .17, .18, .19, .20, and .24 of paragraph 4.1.5.1 of the *International Life-Saving Appliance Code* and may be limited to half the quantity specified the items specified in subparagraphs .5 and .11 of that paragraph of that Code.

42A.12 Non-SOLAS liferafts – additional requirements for inflatable and rigid liferafts

- (1) In addition to the requirements of rule 42A.11, any required non-SOLAS liferaft, other than a liferaft to which rule 42A.13 applies, must meet the requirements of the following sections of the *International Life-Saving Appliance Code*:
- (a) section 4.2 in respect of an inflatable liferaft, except as provided for in rule 42A.12(2); and
 - (b) section 4.3 in respect of a rigid liferaft, except as provided for in rule 42A.12(3).
- (2) The container of any required non-SOLAS inflatable liferaft must be marked with—
- (a) NON-SOLAS in lieu of the marking required by subparagraph .4 of paragraph 4.2.6.3 of the *International Life-Saving Appliance Code*; and
 - (b) the type of emergency pack enclosed, which must be indicated by the words—
 - (i) MSANZ B Pack, in the case of a liferaft equipped in accordance with rule 42A.11(2)(h); and
 - (ii) MSANZ C Pack, in the case of a liferaft equipped in accordance with rule 42A.11(2)(i).
- (3) Any required non-SOLAS rigid liferaft must be marked with—

- (a) NON-SOLAS in lieu of the marking required by subparagraph .6 of paragraph 4.3.6 of the *International Life-Saving Appliance Code*; and
- (b) the type of emergency pack enclosed, which must be indicated by the words—
 - (i) MSANZ B Pack, in the case of a liferaft equipped in accordance with rule 42A.11(2)(h); and
 - (ii) MSANZ C Pack, in the case of a liferaft equipped in accordance with rule 42A.11(2)(i).

42A.13 Non-SOLAS liferafts – open reversible liferafts

Any required open reversible liferaft must meet the requirements of the Appendix of this Part.

42A.14 SOLAS rescue boats

- (1) Except as provided in rule 42A.14(2), any required SOLAS rescue boat must meet the requirements of section 5.1 of the *International Life-Saving Appliance Code* in respect of construction, propulsion, and equipment.
- (2) Any fast rescue boat on a ro-ro passenger ship must comply with the requirements of the International Maritime Organization's Maritime Safety Committee circular MSC/Circ.809 *Recommendation for Canopied Reversible Liferafts, Automatically Self-Righting Liferafts and Fast Rescue Boats, Including Testing, on Ro-Ro Passenger Ships* adopted at its 68th session, 1997.

42A.15 Non-SOLAS rescue boats

- (1) Except as provided in rule 42A.15(2), any required non-SOLAS rescue boat must meet the requirements of section 5.1 of the *International Life-Saving Appliance Code* in respect of construction, propulsion, and equipment.
- (2) The requirements of rule 42A.15(1) are modified as follows:
 - (a) the minimum carrying capacity referred to in subparagraph .2 of paragraph 5.1.1.3 of the *International Life-Saving Appliance Code* is reduced to three seated persons and one person lying down;
 - (b) the minimum period for maintenance of the manoeuvring speed referred to in paragraph 5.1.1.6 of the *International Life-Saving Appliance Code* is reduced to two hours;
 - (c) the mass of full complement of persons and equipment used for the loading tests referred to in subparagraphs .2 and .3 of paragraph 5.1.3.2 of the *International Life-Saving Appliance Code* is reduced to the mass of the equipment and a crew of two persons;
 - (d) the conditions under which positive freeboard must be maintained in a damaged condition referred to in subparagraphs .1 and .2 of paragraph 5.1.3.5 of the *International Life-Saving Appliance Code* is reduced to circumstances where any one of the buoyancy compartments is damaged;
 - (e) the searchlight referred to in sub-paragraph .11 of paragraph 5.1.2.2 of the *International Life-Saving Appliance Code* need not be provided;
 - (f) the radar reflector referred to in sub-paragraph .12 of paragraph 5.1.2.2 of the *International Life-Saving Appliance Code* need not be provided.
- (3) In addition to the requirements of rule 42A.15(1), any required non-SOLAS rescue boat must—
 - (a) be fitted with a protective stowage cover and kept covered at all times when the boat is not in use. The cover must be arranged for quick removal in an emergency; and
 - (b) when inverted in the water, be capable of being righted by not more than two persons; and

- (c) only be marked with materials of a type that are compatible with the boat's coated fabric and approved by the boat manufacturer.

Personal life-saving appliances

42A.16 SOLAS lifebuoys

Any required SOLAS lifebuoy must meet the requirements of section 2.1 of the *International Life-Saving Appliance Code* in respect of lifebuoy specification, self-igniting lights, self-activating smoke signals and buoyant lifelines.

42A.17 Non-SOLAS lifebuoys

- (1) Except as provided in rule 42A.17(2), any required non-SOLAS lifebuoy must meet the requirements of section 2.1 of the *International Life-Saving Appliance Code* in respect of lifebuoy specification, self-igniting lights, self-activating smoke signals and buoyant lifelines.
- (2) The requirements of rule 42A.17(1) are modified as follows:
 - (a) Revoked by Maritime (Various Amendments) Rule 2008 on 4 September 2008.
 - (b) the height of 30 metres referred to in subparagraph .6 of paragraph 2.1.1 of the *International Life-Saving Appliance Code* is reduced to not less than 10 metres; and
 - (c) the 9.5 mm diameter of the grabline referred to in subparagraph .8 of paragraph 2.1.1 of the *International Life-Saving Appliance Code* is reduced to not less than 6 mm.
- (3) Charter yachts and sailing training ships that are less than 15 metres in length overall may be provided with horseshoe shaped lifebuoys in lieu of lifebuoys complying with rules 42A.17(1) and 42A.17(2). Horseshoe shaped lifebuoys must—
 - (a) have a minimum buoyancy of 100 Newtons; and
 - (b) have a strap or line with clip to close the gap; and
 - (c) have attached a drogue, a pealess whistle and a self-igniting light; and
 - (d) be brightly coloured and fitted with reflective tape.
- (4) Lifebuoys must be marked, in block capitals of the Roman alphabet, with the name and port of registry of the ship on which it is carried.

42A.18 SOLAS lifejackets

Any required SOLAS lifejacket must meet the requirements of section 2.2 of the *International Life-Saving Appliance Code* in respect of lifejacket construction, performance, marking, and the performance of lifejacket lights.

42A.19 Non-SOLAS lifejackets

- (1) Any required non-SOLAS lifejacket must, as appropriate, meet the requirements of—
 - (a) New Zealand Standard NZ 5823:1989 Specification for buoyancy aids and marine harnesses and lines—
 - (i) type 401 coastal lifejacket; or
 - (ii) type 402 sheltered waters lifejacket; or
 - (b) New Zealand Standard NZ 5823:2001 Specification for buoyancy aids and marine safety harnesses and lines—
 - (i) type 401 open waters lifejacket; or
 - (ii) type 402 inshore waters lifejacket; or

- (c) New Zealand Standard NZ 5823:2005 Specification for buoyancy aids and marine safety harnesses and lines —
 - (i) type 401 open waters lifejacket; or
 - (ii) type 402 inshore waters personal flotation device (PFD).
- (2) Non-SOLAS lifejackets carried on the following ships must be provided with lifejacket lights that meet the requirements of section 2.2.3 of the *International Life-Saving Appliance Code*:
 - (a) ships to which Parts 40A or 40C or 40E of the maritime rules apply that—
 - (i) are less than 45 metres in length; and
 - (ii) proceed beyond restricted limits; and
 - (b) fishing ships to which Part 40D of the maritime rules applies which proceed beyond restricted limits.

42A.20 Buoyancy vests

Any required buoyancy vest must meet the requirements of New Zealand Standard NZ 5823:1989 or NZ 5823:2005 *Specification for Buoyancy Aids and Marine Safety Harnesses and Lines*.

42A.21 Marine safety harnesses and safety lines

Any required marine safety harness and safety line must meet the requirements of New Zealand Standard NZ 5823:1989 or NZ 5823:2005 *Specification for Buoyancy Aids and Marine Safety Harnesses and Lines*.

Visual signals**42A.22 Distress flares – rocket parachute**

Any required rocket parachute flare must meet the requirements of section 3.1 of the *International Life-Saving Appliance Code*.

42A.23 Distress flares – hand flare

Any required hand flare must meet the requirements of section 3.2 of the *International Life-Saving Appliance Code*.

42A.24 Buoyant smoke signals

Any required buoyant smoke signal must meet the requirements of section 3.3 of the *International Life-Saving Appliance Code*.

Personal protection**42A.25 Immersion suits**

Any required immersion suit must meet the requirements of section 2.3 of the *International Life-Saving Appliance Code*.

42A.26 Anti-exposure suits

Any required anti-exposure suit must meet the requirements of section 2.4 of the *International Life-Saving Appliance Code*.

42A.27 Thermal protective aids

Any required thermal protective aid must meet the requirements of section 2.5 of the *International Life-Saving Appliance Code*.

Launching and embarkation appliances

42A.28 Launching and embarkation appliances

- (1) Except as provided in subrule (2), any required liferaft, lifeboat, or rescue boat launching appliance and any required embarkation appliance must meet the requirements of section 6.1 of the *International Life-Saving Appliance Code*.
- (2) For a ship in a maritime transport operation, each launching appliance for a liferaft, lifeboat, or rescue boat—
 - (a) must be arranged so that the fully equipped craft it serves can be safely launched within expected conditions of trim and list during abandon ship conditions and during normal operation within the ship's design seakeeping and loading parameters; and
 - (b) must not depend on any means other than gravity or stored mechanical power which is independent of the ship's power supplies to launch the liferaft, lifeboat, or rescue boat it serves in the fully loaded and equipped condition and also in the light condition; and
 - (c) must be capable of launching and retrieving the rescue boat with the full complement of persons on board; and
 - (d) must be fit for its intended use.

42A.29 Marine evacuation systems

Any required marine evacuation system must meet the requirements of section 6.2 of the *International Life-Saving Appliance Code*.

Other life-saving appliances

42A.30 Line throwing appliances

Any required line throwing appliance must meet the requirements of section 7.1 of the *International Life-Saving Appliance Code*.

42A.31 Buoyant apparatus

- (1) Any required buoyant apparatus must—
 - (a) be constructed of inherently buoyant material; and
 - (b) not sustain burning or continue melting after being totally enveloped in a fire for a period of 2 seconds; and
 - (c) be constructed to withstand a drop into the water from the height at which it is stowed above the waterline in the lightest seagoing condition or not less than 6 metres, whichever is the greater, without impairing either its operating capability or that of its attached components; and
 - (d) be fitted with grablines that are—
 - (i) not less than 7 mm in diameter; and
 - (ii) secured to the apparatus at centres not more than 460 mm and not less than 300 mm apart; and
 - (iii) interlaced to prevent movement and form loops when wet of not more than 200 mm and not less than 150 mm; and
 - (iv) secured by fastenings strong enough to permit the apparatus to be lifted by those grablines.
 - (e) be marked, in block capitals of the Roman alphabet, with—
 - (i) the name and port of registry of the ship on which it is carried; and
 - (ii) the number of persons it is designed to support.

- (2) The number of persons that the apparatus is fit to support must be equal to the lesser number of either—
- (a) the number of grabline loops; or
 - (b) the greatest whole number obtained by the equation:

$$N = 70 \left(v - \frac{w}{1000} \right)$$

where N = number of persons

V = volume in cubic metres

W = mass of apparatus in kgs

42A.32 General alarm and public address system

Any required general alarm and public address system must meet the requirements of section 7.2 of the *International Life-Saving Appliance Code*.

Operational readiness, maintenance, and inspections and training — Part 40B ships

42A.32A Operational readiness, maintenance, and inspections — Part 40B ships

- (1) The owner and the master of a ship to which Part 40B applies must maintain operational readiness and perform maintenance and inspections of life saving appliances relating to the ship in accordance with regulation 20 of Chapter III of the International Convention for the Safety of Life at Sea, 1974.
- (2) The examination, operational testing, repair, and overhaul of equipment in accordance with regulation 20 of Chapter III of the International Convention for the Safety of Life at Sea, 1974, must be performed by a person authorised by the Director to do so.
- (3) The Director may authorise a person to perform an examination, operational testing, repair, or overhaul of equipment if that person meets the requirements for service providers in IMO resolution MSC.402(96) titled "Requirements for the maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear".
- (4) A power or function of the Administration referred to in IMO resolution MSC.402(96) is a power or function of the Director.

42A.32B Training manuals and onboard training aids — Part 40B ships

The owner and the master of a ship to which Part 40B applies must comply with the requirements of regulation 35 of Chapter III of the International Convention for the Safety of Life at Sea, 1974.

Maintenance, inspections and servicing – except Part 40B ships

42A.33 Application of rules 42A.33A to 42A.40

Rules 42A.33A to 42A.40 apply only to ships to which Part 40B does not apply.

42A.33A Maintenance

The owner and the master of a ship of 24 metres or more in length overall must ensure that—

- (a) instructions are on board for on board maintenance of life-saving appliances that are easily understood, illustrated wherever possible, and, as appropriate, include the following items for each appliance:
 - (i) a checklist for carrying out the inspections required by rule 42A.35(1)(a); and

- (ii) maintenance and repair instructions; and
- (iii) a schedule of periodic maintenance; and
- (iv) a diagram of lubrication points with the recommended lubricants; and
- (v) a list of replaceable parts; and
- (vi) a list of sources of spare parts; and
- (vii) a log for records of inspections and maintenance; and
- (b) maintenance is carried out in accordance with the instructions required by subrule (a) and having due regard to the reliability of the life-saving appliances; and
- (c) falls used in launching any required life-saving appliance are—
 - (i) turned end-for-end at intervals of not more than 30 months; and
 - (ii) renewed when necessary due to deterioration of the falls or at intervals of not more than five years, whichever is the earlier; and
 - (iii) inspected periodically with special regard for areas passing through sheaves.

42A.34 Spares and repair equipment

The owner and the master of a ship of 24 metres or more in length overall must ensure that spare parts and repair equipment are provided for any life-saving appliances, and components of those appliances, that—

- (a) are subject to heavy wear or consumption; and
- (b) need to be replaced regularly.

42A.35 Weekly tests and inspection

- (1) The owner and the master of a ship of 24 metres or more in length overall must ensure that the following tests and inspections are carried out at intervals of not more than one week:
 - (a) visually inspect all survival craft, rescue boats and launching appliances to ensure that they are ready for use; and
 - (b) except as provided for in subrule (c) in respect of the special characteristics of outboard motors of rescue boats, run ahead and astern each engine in each lifeboat and each rescue boat for a total period of not less than three minutes, provided that the ambient temperature is above the minimum temperature required for starting the engine. This must demonstrate that the gearbox and gearbox train are engaging satisfactorily; and
 - (c) run ahead and astern each outboard motor of each 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 three minutes; and
 - (d) test the general emergency alarm; and
 - (e) Reserved.
- (2) The owner and the master of a ship to which subrule (1) applies must ensure that, where a New Zealand official logbook is required by Part 73, a report of the inspections conducted under subrule (1) is entered in the logbook.

42A.36 Monthly inspections

The owner and the master of a ship must ensure that—

- (a) an inspection of life-saving appliances, including lifeboat equipment, is carried out at intervals of not more than one month, using the checklist required by rule 42A.33A(a)(i) 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, or in any logbook required to be maintained by rule 19.66 or maintained as part of the ship's safe ship management system; and
- (c) Reserved.

42A.37 Servicing of inflatable liferafts

- (1) The owner and the master of a ship must ensure that any inflatable liferaft is serviced—
 - (a) at intervals of not more than twelve months, except as may be provided for in rule 42A.37(2); and
 - (b) at an approved servicing station.
- (2) The Director or a surveyor may extend the servicing interval to not more than 17 months, if the Director or surveyor is satisfied that the extension is reasonable—
 - (a) because there is no approved servicing station in the vicinity of the ship's location; or
 - (b) to coincide with a periodic survey or inspection.

42A.38 Servicing of inflatable lifejackets

The owner and master of a ship must ensure that any inflatable lifejacket is serviced at the periods recommended by the manufacturer but not less than once in every 2 years. The servicing must be carried out at an approved servicing station.

42A.39 Servicing of inflated rescue boats

The owner and the master of a ship must ensure that all repairs and maintenance of inflated rescue boats are carried out in accordance with the manufacturer's instructions. Emergency repairs may be carried out on board the ship, but permanent repairs must be carried out at an approved servicing station.

42A.39A Servicing of marine evacuation system

- (1) The owner and the master of a ship must ensure that each marine evacuation system applicable to the ship is serviced—
 - (a) at intervals of not more than twelve months, except as may be provided for in rule 42A.39A(2); and
 - (b) at an approved servicing station.
- (2) The Director or a surveyor may extend the servicing interval to not more than 17 months, if the Director or surveyor is satisfied that the extension is reasonable—
 - (a) because there is no approved servicing station in the vicinity of the ship's location; or
 - (b) to coincide with a periodic survey or inspection.

42A.40 Servicing of hydrostatic release units

- (1) The owner and the master of a ship must ensure that any hydrostatic release unit of any required life-saving appliance is serviced—
 - (a) at intervals of not more than twelve months, except as may be provided for in subrules (2) and (3); and
 - (b) at an approved servicing station.
- (2) The Director or a surveyor may extend the servicing interval to not more than 17 months, if the Director or surveyor is satisfied that the extension is reasonable—
 - (a) because there is no approved servicing station in the vicinity of the ship's location; or
 - (b) to coincide with a periodic survey or inspection.

- (3) The owner and master of a ship must ensure that any disposable type hydrostatic release is replaced on its expiry date. A disposable type hydrostatic release need not be serviced annually.

42A.40A **Reserved**

42A.41 **Reserved**

Miscellaneous

42A.42 **Standards**

The Director may determine that a life saving appliance meets a standard prescribed by Part 42A, if the Director is satisfied that the appliance—

- (a) complies with a national or international standard; and
- (b) substantially complies with the standard prescribed in Part 42A.

Rule 42A.13

Appendix – Open reversible liferafts**1. General**

All open liferafts must be—

- (a) constructed with proper workmanship and materials; and
- (b) not damaged in stowage throughout the air temperature range of -18°C to $+65^{\circ}\text{C}$; and
- (c) capable of operating throughout an air temperature range of -18°C to $+65^{\circ}\text{C}$, and a seawater temperature range of -1°C to $+30^{\circ}\text{C}$; and
- (d) rot proof, corrosion resistant, and not unduly affected by seawater, oil or fungal attack; and
- (e) stable and able to maintain shape when inflated and fully laden; and
- (f) fitted with retro-reflective tape around both buoyancy chambers of the liferaft to assist in detection. Each piece of retro-reflective tape or other material must be—
 - (i) not less than 300 mm long and 50 mm wide; and
 - (ii) spaced so that the distance from the centre of one tape to the centre of the next in line does not exceed 800 mm; and
 - (iii) fitted so as to be visible both from the air and from a ship.

Alternatively, some pieces of the retro-reflective tape may be fitted so as to be visible from the air and the remainder so as to be visible from a ship, in which case the distance from the centre of one tape to the centre of the next in line must not exceed 1000 mm.

2. Construction

- (1) The open reversible liferaft must be so constructed that, when it is dropped into the water in its container from a height of 10 metres, the liferaft and its equipment will operate satisfactorily. If the open reversible liferaft is to be stowed at a height of more than 10 metres above the water line in the lightest seagoing condition of the ship, it must be of a type that has been satisfactorily drop-tested from at least that height.
- (2) The open reversible floating liferaft must be capable of withstanding repeated jumps onto it from a height of at least 4.5 metres.
- (3) The open reversible liferaft and its fittings must be constructed so as to enable it to be towed at a speed of 3 knots in calm water when loaded with its full complement of persons and equipment, with the sea anchor deployed.
- (4) The open reversible liferaft when fully inflated must be capable of being boarded from the water, whichever way it inflates.
- (5) The main buoyancy chamber must be—
 - (a) divided into not less than two separate compartments, each inflated through a non-return inflation valve on each compartment; and
 - (b) so arranged that, in the event of one of the compartments being damaged or failing to inflate, the intact compartment is able to support, with positive freeboard over the open reversible liferaft's entire periphery, the number of persons that the liferaft is permitted to accommodate, each having a mass of 75 kgs, and seated in their normal positions.
- (6) The floor of the open reversible liferaft must be waterproof.
- (7) The open reversible liferaft must be inflated with a non-toxic gas by an inflation system complying with the following requirements:
 - (a) it must be capable of being inflated by one person; and

- (b) inflation must be completed within the period of one minute at an ambient temperature of between 18°C and 20°C and within a period of three minutes at an ambient temperature of -18°C; and
 - (c) after inflation, the open reversible liferaft must maintain its form when loaded with its full complement of persons and equipment.
- (8) Each inflatable compartment must be capable of withstanding a pressure equal to at least three times the working pressure and must be prevented from reaching a pressure exceeding twice the working pressure either by means of relief valves or by a limited gas supply. Means must be provided for fitting the topping-up pump or bellows.
- (9) The surface of the buoyancy tubes must be of non-slip material. At least 25 percent of these tubes must be of a highly visible colour.
- (10) The number of persons which an open reversible liferaft is permitted to accommodate must be equal to the lesser of—
- (a) the greatest whole number obtained by dividing by 0.096 the volume measured in cubic metres of the main buoyancy tubes (which for this purpose should not include the thwarts if fitted) when inflated; or
 - (b) the greatest whole number obtained by dividing by 0.372 the inner horizontal cross-sectional area of the open reversible liferaft measured in square metres (for which purpose may include the thwart or thwarts, if fitted) measured to the innermost edge of the buoyancy tubes; or
 - (c) the number of persons having an average mass of 75 kgs, all wearing lifejackets, that can be seated inboard of the buoyancy tubes without interfering with the operation of any of the liferaft's equipment.

3. Open reversible liferaft fittings

- (1) Lifelines must be securely becketed around the inside and outside of the open reversible liferaft.
- (2) The open reversible liferaft must be fitted with an efficient painter of a length that permits automatic inflation on reaching the water. For open reversible liferafts accommodating more than 30 persons, an additional bowing-line must be fitted.
- (3) The breaking strength of the painter system including its means of attachment to the open reversible liferaft, except the weak link, must be not less than—
- (a) 7.5 kN for open reversible liferafts accommodating up to 8 persons; and
 - (b) 10.0 kN for open reversible liferafts accommodating 9 to 30 persons; and
 - (c) 15.0 kN for open reversible liferafts accommodating more than 30 persons.

The weak link must not be broken by the force required to pull the painter from the liferaft container, must be of sufficient strength to permit the inflation of the liferaft, and must break under a strain of 2.2 ± 0.4 kN.

- (4) The open reversible liferaft must be fitted with at least the following number of inflated ramps to assist with boarding from the sea, whichever way up the raft inflates:
- (a) one boarding ramp for open reversible liferafts accommodating up to 30 persons; and
 - (b) two boarding ramps for open reversible liferafts accommodating more than 30 persons. Such boarding ramps must be 180° apart.
- (5) The open reversible liferaft must be fitted with water pockets complying with the following requirements:
- (a) the cross sectional area of the pockets must be in the shape of an isosceles triangle with the base of the triangle attached to the buoyancy tubes of the open reversible liferaft; and

- (b) the design must enable the pockets fill to approximately 60 percent of capacity within 15 seconds to 25 seconds of deployment; and
 - (c) the pockets attached to each buoyancy tube must normally have aggregate capacity of between 125 litres and 150 litres for inflatable open reversible liferafts up to and including the 10 person size; and
 - (d) the pockets to be fitted to each buoyancy tube on open reversible liferafts certified to carry more than 10 persons must have, as far as practicable, an aggregate capacity of $(12 \times N)$ litres, where N is the number of persons carried; and
 - (e) each pocket on a buoyancy tube must be attached along the full length of its upper edges to, or close to, the lowest part of the lower buoyancy tube; and
 - (f) the pockets must be distributed symmetrically round the circumference of the open reversible liferaft with sufficient separation between each pocket to enable air to escape readily.
- (6) Automatic drain arrangements that are adequate for effective removal of water must be provided on each side of the open reversible liferaft in the following manner:
- (a) one for open reversible liferafts accommodating up to 30 persons; and
 - (b) two for open reversible liferafts accommodating more than 30 persons.
- (7) An open reversible liferaft must have the following equipment:²
- (a) one repair outfit for repairing punctures in buoyancy compartments; and
 - (b) one topping-up pump or bellows; and
 - (c) two safety knives of the non-folding type having a buoyant handle, which must be attached to the open reversible liferaft by light lines. The knives must be stowed in pockets so that, irrespective of the way in which the open reversible liferaft inflates, one will be readily available on the top surface of the upper buoyancy tube in a position that enables the painter to be readily cut; and
 - (d) one buoyant rescue quoit, attached to not less than 30 metres of buoyant line with a breaking strength of at least 1 kN.

4. Containers for open reversible inflatable liferafts

- (1) The open reversible liferaft must be packed in a container that is—
- (a) so constructed as to withstand conditions encountered at sea; and
 - (b) of sufficient inherent buoyancy, when packed with the liferaft and its equipment, to pull the painter from within and to operate the inflation mechanism should the ship sink; and
 - (c) as far as practicable, watertight, except for drain holes in the container bottom.
- (2) The container must be marked with—
- (a) the maker's name or trademark; and
 - (b) a serial number; and
 - (c) the number of persons the liferaft is permitted to carry; and
 - (d) the words "non-SOLAS reversible"; and
 - (e) the type of emergency pack enclosed; and
 - (f) the date when last serviced; and
 - (g) the length of the painter; and

² It is to be noted that open reversible liferafts in Part 40A are only specified as an alternative to buoyant apparatus in restricted limit ships.

- (h) the maximum permitted height of stowage above waterline (depending on drop test height); and
- (i) launching instructions.

5. Markings on open reversible inflatable liferafts

Open reversible liferafts must be marked with—

- (a) the maker's name or trademark; and
- (b) a serial number; and
- (c) the date of manufacture (month and year); and
- (d) the name and address of servicing station where it was last serviced; and
- (e) the number of persons it is permitted to accommodate on the top of each buoyancy tube in characters not less than 100 mm in height and of a colour contrasting with that of the tube.

6. Instructions and information

Instructions and information in any training manual and in instructions for onboard maintenance must be in English, and must include, as appropriate, the following:

- (a) a general description of the open reversible liferaft and its equipment:
- (b) installation arrangements:
- (c) operational instructions including use of associated survival equipment:
- (d) servicing requirements.