



**MINISTRY of TRANSPORT**  
**TE MANATŪ WAKA**

**WELLINGTON NEW ZEALAND**

**PURSUANT** to Section 36 of the Maritime Transport Act 1994

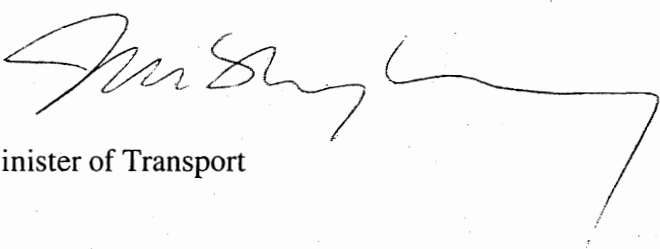
**I, JENNIFER MARY SHIPLEY**, Minister of Transport,

**HEREBY MAKE** the following maritime rules.

**SIGNED AT** Wellington

This *26* day of *Sept.* 1997

by **JENNIFER MARY SHIPLEY**

  
Minister of Transport

**Maritime Rules**

**Part 20**

**Operating Limits**

**Maritime Transport Act 1994**

**Maritime Rules**

**PART 20**

**OPERATING LIMITS**

# Maritime Rules

## PART 20 - OPERATING LIMITS

### PART OBJECTIVE, EXTENT OF CONSULTATION AND COMMENCEMENT

#### *Objective*

Part 20 defines the different operating limits which will determine the standards that will be applied in respect of ships, their equipment, and the qualifications and number of persons crewing those ships.

Common limits are being applied to both fishing ships and non-fishing ships.

The less exposed waters of the harbours and internal waters of New Zealand are referred to as “enclosed waters” and are fully defined in this Part. “Inshore” limits, often extending to the 12 nautical mile limit, have been defined for those areas of the New Zealand coast where there are greater numbers of restricted limits ships operating. “Inshore” limits may be prescribed elsewhere for a particular boat by a surveyor, provided it does not extend beyond the 12 nautical mile limit. Restricted limits will be confined to the “enclosed waters” and “inshore” limits.

“Coastal” limits has been defined for the purposes of the rules which will allow suitable smaller ships to circumnavigate the North and South Island coasts without going too far offshore. Other maritime rules include requirements permitting ships which operate within restricted limits to make approved single voyages in coastal limits for such purposes as repairs, drydocking and relocating. A surveyor may prescribe “restricted coastal” limits to a ship which would permit that ship to operate in a defined sector of the “coastal” limits, provided it met any maritime rule requirements made for restricted coastal ships. It is envisaged that the area prescribed for “coastal” limits will in due course have available national shore-based VHF radio coverage.

The 200 nautical mile limit around the North and South Islands (including Stewart Island) and the Chatham Islands plus a bulge south and north, to take in the Auckland Islands and the Kermadec Islands respectively, has been set as "offshore" limits. "Offshore" limits will apply to larger ships engaged in the New Zealand coastal trade, fishing ships, and other miscellaneous ship types meeting maritime rule requirements for that limit.

In the maritime rules, ships which go beyond the defined "offshore" limits will be operating in the "unlimited" area.

Existing ships entering a safe ship management system may maintain their present survey limits until 1 February 2000. Generally such ships will be assigned new limits which correspond to their previous ones, but the surveyor must be satisfied that the ship is fit to ply in the prescribed operating limits. It is intended to maintain, in general, the present requirements such as those for equipment, crewing and construction, in the corresponding limits. However, if this is not considered appropriate, where the effective area of operation is increased, the relevant maritime rule will provide for a phase-in period.

The following table is indicative of the type of ship which may be assigned the operating limits defined by Part 20:

<b>RESTRICTED LIMITS</b>	<b>ENCLOSED</b>	-Passenger ships -Non-passenger ships -Fishing ships
	<b>INSHORE</b>	-Passenger ships -Non-passenger ships -Fishing ships
<b>BEYOND RESTRICTED LIMITS</b>	<b>RESTRICTED COASTAL</b>	-Passenger ships less than 45 metres in length -Non-passenger ships less than 45 metres in length
	<b>COASTAL</b>	-Restricted limit ships and restricted coastal ships on one off voyages, subject to special conditions -Berthed passenger ships less than 45 metres -Non-passenger ships of less than 45 metres in length -Fishing ships
	<b>OFFSHORE</b>	-Passenger ships -Non-passenger ships -Fishing ships
	<b>UNLIMITED</b>	-Passenger ships complying with SOLAS -Non-passenger ships -Fishing ships

*NOTE: Within restricted limits, a passenger ship is one carrying any passengers.*

*Outside restricted limits, a passenger ship is one carrying more than 12 passengers.*

Part 20 covers -

- New Zealand ships which are commercial ships.
- Foreign ships operating commercially in New Zealand waters.
- Foreign fishing ships registered under the Fisheries Act 1983 or the Fisheries Act 1996.

Part 20 does not cover -

- Pleasure craft.
- Foreign ships visiting New Zealand ports, New Zealand offshore terminals or transiting New Zealand waters.
- New Zealand ships which have current SOLAS certificates and are therefore already entitled to operate in unlimited waters. Limits do not need to be assigned to these ships.

Part 20 is made pursuant to sections 17(4)(a), 34, and 36(j) of the Maritime Transport Act 1994. ???

### ***Extent of Consultation***

The operating limits in Part 20 have resulted from a review of the former limits undertaken in consultation with representatives of the fishing industry and restricted limit ship operators. The review sought responses to a discussion document and was followed up with a series of meetings throughout New Zealand with local owners of ships.

The operating limits defined in Part 20 reflect the nature of New Zealand's current restricted limit and coastal shipping operations. In reviewing the limits, consideration was given to future trends and anticipated future operations.

Because the operating limits are defined within the maritime rules, the obligatory consultation process provides for industry participation in defining and amending the operating limits.

Formerly operating limits were defined in a piecemeal manner over many years, primarily at the instigation of individuals rather than the relevant industry sectors. New shipping operations were forced to utilise existing limits which had not been set with that particular operation in mind. This often led to boats being used which were not subject to regulation and possibly less suitable for the conditions.

Part 20 requirements are considered more flexible and give the surveyor more discretion in determining the operating limits that may be assigned to a particular ship, whilst taking into account its intended use and other factors.

Common operating limits for fishing and non-fishing ships will assist with the planned introduction of transferable nautical qualification units for seafarers engaged in both industries.

On 4 September 1996 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 20. A notice was also published in the *New Zealand Gazette* on 5 September 1996. The Authority then made its Invitation to Comment, draft Part 20 and draft Advisory Circular available to the public with 109 copies being sent automatically to interested parties. Comments on the Part were requested to be made by 31 October 1996.

Twenty two submissions were received on Part 20. All submissions and any verbal comments were considered, and where appropriate, the proposed rules were amended to take account of the comments made.

#### ***Commencement***

Part 20 as amended was referred to and signed by the Minister of Transport.

Part 20 will come into force on 1 February 1998.

# Maritime Rules

## PART 20

### OPERATING LIMITS

#### General

20.1 Entry into force

#### Definitions

20.2 Operating Limits defined

20.3 Other definitions

#### Assigning Operating Limits and Operating within Assigned Limits

20.4 Application

20.5 Assigning Operating Limits

20.6 Requirement to operate within assigned limits

20.7 Conditions under which permission may be given for single voyages outside  
Restricted Limits

#### Appendices

Appendix 1 Restricted Limits

Appendix 2 Coastal Limits

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**General****20.1 Entry into force**

Part 20 shall come into force on 1 February 1998.

**Definitions****20.2 Operating Limits defined**

For the purposes of the maritime rules and the marine protection rules -

“**Coastal limits**” means the limits set out in Appendix 2:

“**Enclosed water limits**” means -

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

“**Inshore limits**” means -

- (a) the inshore limits set out in Appendix 1; and
- (b) in relation to a ship, any defined section of the coastal limits not beyond the limit of the territorial sea of New Zealand which has been assigned to that ship by a surveyor under rule 20.5(1), subject to rule 20.5(4):

“**New Zealand inland waters**” means all rivers and other inland waters of New Zealand, which are navigable:

“**Offshore limits**” means the area not more than 200 miles from the coast of the North Island or the South Island or Stewart Island or any of the islands in the Chatham Island group;

and includes the area enclosed by the 12 mile New Zealand territorial limit around the Auckland Island group;

and inside the following two lines commencing at the position 27° 49'S, 177° 34'W;

the line bearing 204° to the New Zealand 200 mile limit

the line bearing 180° for 100 miles then 201° to the New Zealand 200 mile limit:

**“Operating Limits”** means the limits defined in rule 20.2:

**“Restricted coastal limits”**, in relation to a ship, means any defined section of the coastal limits which has been assigned to that ship by a surveyor under rule 20.5(1):

**“Restricted limits”** means -

- (a) enclosed water limits; and
- (b) inshore limits:

**“Unlimited area”** means the sea area outside offshore limits.

### 20.3 Other definitions

In Part 20 -

**“Act”** means the Maritime Transport Act 1994:

**“Approved safe ship management system”** has the meaning given to it by rule 21.11:

**“Bearing”** means a true bearing:

**“Certificate of survey”** means -

- (a) a certificate of survey issued under section 219 of the Shipping and Seamen Act 1952 and deemed to be issued or recognised as a maritime document under Part V of the Maritime Transport Act 1994 pursuant to section 468(5) of the Act; or
- (b) a certificate of survey issued under section 143 of the Maritime Transport Act 1994 and saved under section 468(8) of the Act:

**“Commercial ship”** means a ship that is not -

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

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

**“Existing ship”** means a ship for which there is -

- (a) a valid certificate of survey issued under section 219 of the Shipping and Seamen Act 1952 and deemed to be issued or recognised as a maritime document under Part V of the Act pursuant to section 468(5) of the Act; or
- (b) a valid certificate of survey issued under section 143 of the Maritime Transport Act 1994;

at 31st January 1998, or at the time the ship enters an approved safe ship management system prior to 1 February 1998:

**“Foreign ship”** means any ship that is not a New Zealand ship:

**“Master”** means any person (except a pilot) having command or charge of any ship:

**“Mile”** means a standard nautical mile:

**“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:

**“Organisation”** means a partnership, a corporation sole, a body of persons whether corporate or unincorporate, or any other entity that is managing a safe ship management system, and that represents any party and the shipowners belonging to that safe ship management system, or solely the shipowners belonging to that system:

**“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 circumstances 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:

**“Rules”** includes maritime rules and marine protection rules:

**“SOLAS certificates”** mean the certificates issued to a SOLAS ship under Part 46:

**“SOLAS ship”** means any ship to which the International Convention for the Safety of Life at Sea 1974 applies; namely -

- (a) a passenger ship engaged on an international voyage: or
- (b) a non-passenger ship of 500 tons gross tonnage or more engaged on an international voyage:

**“Survey limits”** means, in rules 20.5 and 20.6, the limits assigned to a ship under the Shipping and Seamen Act 1952 or the Maritime Transport Act 1994, as recorded on the ship’s certificate of survey:

**“Surveyor”** means any suitably qualified person who -

- (a) has been recognised by the Director under rule 46.29 as a surveyor entitled to undertake the particular functions referred to in Part 20; and

- (b) holds a valid maritime document as a surveyor issued under section 41 of the Maritime Transport Act 1994.

### ***Assigning Operating Limits and Operating within Assigned Limits***

#### **20.4 Application**

Part 20 applies to any commercial ship which is -

- (a) a New Zealand ship which does not have current SOLAS certificates;
- (b) a foreign ship to which rule 46.28 applies.

#### **20.5 Assigning Operating Limits**

- (1) Subject to rule 20.5(3), the owner of any ship to which this rule applies must ensure that the ship has operating limits assigned to it by a surveyor.
- (2) The operating limits assigned to a ship under rule 20.5(1) must be clearly recorded by the surveyor on -
  - (a) the certificate required by rule 21.13(2)(a); or
  - (b) the statement required by rule 21.13(4); or
  - (c) the certificate required by rule 21.13(19)(a); or
  - (d) the certificate required by rule 46.14; or
  - (e) the certificate issued under rule 46.24; or
  - (f) the certificate issued under rule 46.28;whichever is applicable.
- (3) Any ship to which rule 21.13(2)(b) is applicable may maintain the survey limits shown on its certificate of survey at the time it enters an approved safe ship management system until 1 February 2000.
- (4) Where a surveyor assigns inshore limits to a ship which include a defined section of the coastal limits not beyond the limit of the territorial sea of New

Zealand, these limits must not allow the ship to undertake a voyage across Cook Strait.

- (5) Any surveyor assigning limits to a ship must comply with any applicable restrictions and requirements for assigning limits to that type of ship specified in any maritime rule.

#### **20.6 Requirement to operate within assigned limits**

The owner and the master of any ship to which this rule applies must ensure that, except as permitted under rule 20.7, the ship operates within either -

- (a) the operating limits assigned to that ship under rule 20.5(1) and recorded under rule 20.5(2); or
- (b) until 1 February 2000, the survey limits recorded on the ship's certificate of survey at the time the ship entered an approved safe ship management system.

#### **20.7 Conditions under which permission may be given for single voyages outside Restricted Limits**

- (1) An organisation operating an approved safe ship management system may permit single voyages to be made within the coastal limit by a ship to which this rule applies which -
  - (a) belongs to that organisation's approved safe ship management system; and
  - (b) has been assigned restricted limits under rule 20.5;provided that there are no passengers on board and the voyage is -
  - (i) a delivery voyage; or
  - (ii) for repair, inspection, drydocking or slipping, trials or tests; or
  - (iii) for repositioning between different restricted limits; or
  - (iv) not for hire or reward.

- (2) The owner and the master of a ship to which this rule applies which has been assigned restricted limits under rule 20.5 and is making a single voyage into coastal limits as permitted under rule 20.7(1), must ensure that -
  - (a) any maritime rules applying to voyages in restricted limits are fully complied with; and
  - (b) any additional safety requirements required by the maritime rules for that type of ship for that type of voyage are fully complied with.

## Appendix 1

## RESTRICTED LIMITS

Area	Enclosed Water Limits
Akaroa	Inside a straight line from Timutimu Head to Truini Point.
Aotea	Inside a straight line from Potahi Point to Kahua Point.
Auckland	Within that area enclosed by straight lines from Rangitoto Island to the opposite shore in a 270° direction through Rangitoto beacon; from the northern point of Motutapu Island to the Northern Point of Rakino Island; from the north-eastern point of Rakino Island to the northern point of Owhanake Bay (Waiheke Island); from Waiheke Island to Pakatoa Island across the eastern entrance to Waiheke Channel at its narrowest point; from Pakatoa Island to Rotoroa Island at their nearest points; from Rotoroa Island to Ponui Island at their nearest points and from Ponui Island in a 180° direction to Raukura Point on the opposite shore.
Awanui	Inside straight lines from Blackney Point to the outer Motutara Rock, from there in a 260° direction to the opposite shore.
Bay of Islands	Inside straight lines joining the north points of Wairoa Bay, the eastern Black Rock, Motuarohia Island, Moturua Island, Motukeikei Island, the west point of Urupukapuka Island (Te Areako Point) and from the point on Urupukapuka Island nearest to Round Island to Te Hue Point.
Bligh Sound	Inside a straight line from Tommy Point to Chasland Head.
Bluff	Inside a straight line from Stirling Point to Tiwai Rocks.
Breaksea and Dusky Sounds	Inside straight lines from the north point of Resolution Island near Stevens Cove in a 033° direction to the opposite shore, and from the north point of Pickersgill Harbour in a 018° direction to the shore of Resolution Island.

Area	Enclosed Water Limits
Caswell Sound	Inside a straight line from Hansard Point in a 270° direction to the opposite shore.
Catlins River	Inside a straight line from Hayward Point in a 067° direction to the opposite shore.
Chalky Inlet	Inside a straight line from Breaker Point to Stripe Point.
Charles Sound	Inside a straight line from Hawes Head in a 090° direction to the opposite shore.
Chatham Islands, Te Whanga Lagoon	Inside a straight line across the banks at Hikurangi Channel.
Clutha River	Inside the Clutha River entrances.
Coromandel	Inside straight lines commencing at the southernmost tip of Tokotarea Point, from there 239° for 4.4 miles, and from there 170° to the shore at Deadmans Point.
Dagg Sound	Inside a straight line from Castoff Point in a 180° direction to the opposite shore.
Doubtful and Thompson Sounds	Inside straight lines from Febrero Point to South West Point Secretary Island, and from Colonial Head to Shanks Head.
Dusky and Breaksea Sounds	Inside straight lines from the north point of Resolution Island near Stevens Cove in a 033° direction to the opposite shore, and from the north point of Pickersgill Harbour in a 018° direction to the shore of Resolution Island.
French Pass	Inside straight lines from Clay Point to Halfway Point and from Okuri Point to Sauvage Point.

Area	Enclosed Water Limits
George Sound	Inside a straight line from the west head at George Sound entrance in a 090° direction to the opposite shore.
Gisborne	Inside the area of a circle of 1.4 miles radius centred on the outer breakwater lighthouse.
Great Barrier Island (a) Port Fitzroy (b) Tryphena Harbour	Inside straight lines joining Maunganui Point, Wellington Head, False Head, Pyramid rock, and the south point of Junction Islands, from there in a 000° direction to the shore of Great Barrier Island. Inside a straight line from Shag Point to the South Point of Ross Bay.
Greymouth	Inside a straight line joining the seaward ends of the breakwaters.
Havelock	Inside straight lines from West Entry Point to Goat Point and from Yellow Point in a 110° direction to the opposite shore.
Herekino	Inside a straight line from the northwest point of the south head in a 000° direction to the opposite shore.
Hicks Bay	Inside a straight line from Matakaoa Point to Haupara Point.
Hokianga	Inside a straight line from North Head to South Head.
Hokitika	Inside a straight line across the entrance to the Hokitika River.
Houhora	Inside a straight line from Perpendicular Point in a 250° direction to the opposite shore.

Area	Enclosed Water Limits
Invercargill	Inside a straight line from Entrance Point to Steep Head.
Kaiapoi	Inside a straight line across the entrance to the Waimakariri River.
Kaipara	Inside a straight line from North Head in a 125° direction to the opposite shore.
Kawau	Inside straight lines from Mullet Point to Point Elizabeth, and from Kawati Point lighthouse in a 000° direction to the opposite shore.
Kawhia	Inside a straight line from Tauratahi Point to Urawhitiki Point.
Lyttelton	Inside a line from Sumner Head to the position 045° half a mile from Sumner Head, to the position 045° half a mile from Baleine Point, to Baleine Point.
Mahurangi	Inside straight lines from Sadler Point to the north point of Te Haupa Island and from the south point of Te Haupa Island to South Head.
Maketu	Inside the entrance to the Kaituna River and the Maketu Estuary.
Manukau	Inside a straight line from the South point of Paratutai Island in a 120° direction to the shore.
Manawatu	Inside the entrance to the Manawatu River.
Mangawhai	Inside a straight line from the point on Mangawhai North Head nearest to Sentinel Rock lighthouse in a 180° direction to the opposite shore.
Mangonui	Inside a straight line from Rangitoto Point to Rangikapiti Head.

Area	Enclosed Water Limits
Milford Sound	Inside a straight line from St Anne Point lighthouse in a 078° direction to the opposite shore.
Mokau	Inside the entrance to the Mokau River.
Nancy Sound	Inside a straight line from Burnett Point to Anxiety Point.
Napier	Inside a straight line from the northern extremity of the east breakwater in a 270° direction to the shore.
Nelson	Inside straight lines joining the outer ends of the main entrance moles and from the south point of Haulashore Island in a 135° direction to the opposite shore.
Ngunguru	Inside the entrance to the Ngunguru River.
Oamaru	Inside a straight line joining the seaward ends of the breakwater and the north mole.
Ohiwa	Inside a straight line across Ohiwa Harbour entrance at its narrowest point.
Opotiki	Inside a straight line across the Opotiki Harbour entrance from the western extremity of Hikuwai Beach in a 240° direction.
Parengarenga	Inside a straight line from Ngamaru Point in a 200° direction to the opposite shore.
Patea	Inside a straight line joining the seaward extremities of the Patea River breakwaters.

Area	Enclosed Water Limits
Picton	Inside straight lines from East Head to West Head, Tory Channel and from Cooper Point to Kempe Point.
Port Chalmers	Inside a straight line from Taiaroa Head to the seaward end of the North Mole.
Porirua	Inside a straight line from the west point of Onehunga Bay in a 042° direction to the opposite shore.
Port Taranaki	Inside a straight line joining the north ends of the Main and Lee breakwaters.
Port Underwood	Inside a straight line from Robertson Point to the south point of Ocean Bay.
Preservation Inlet	Inside straight lines from Cavern Head to Sandfly Point Coal Island and across Otago Retreat at its narrowest width.
Raglan	Inside a straight line from Rangitoto Point in a 180° direction to the opposite shore.
Riverton	Inside a straight line from Talls Point in a 000° direction to the opposite shore.
Stewart Island	Inside straight lines commencing at the southern extremity of West Head, Port William, from there 110° for 3.2 miles, and from there 160° to Anglem Point.
Sumner	Inside a straight line from Cave Rock in a 330° direction to the opposite shore.
Sutherland Sound	Inside a straight line from Jagged Rocks in a 060° direction to the opposite shore.

Area	Enclosed Water Limits
Tairua	Inside a straight line from Te Huruhuru Point in a 230° direction to the opposite shore.
Tarakohe	Inside a straight line joining the seawards ends of the eastern and western breakwaters.
Tauranga	Inside straight lines across Katikati Entrance at its narrowest point and from Northwest Rock in a 270° direction to Matakana Island.
Thames	Inside a straight line from Opani Point in a 075° direction to the opposite shore.
Thompson and Doubtful Sounds	Inside straight lines from Febrero Point to South West Point Secretary Island, and from Colonial Head to Shanks Head.
Timaru	Inside a straight line joining the seaward ends of the Outer North Mole and the Eastern Extension Mole.
Tutukaka	Inside a straight line from the southern extremity of Tutukaka Head in a 220° direction to the opposite shore.
Waikato	Inside a straight line from Trig 71 on the Waikato River entrance south head in a 350° direction to the opposite shore.
Wairau	Inside a straight line across the entrance to the Wairau River.
Waitara	Inside a straight line joining the seaward ends of the breakwaters.
Wanganui	Inside a straight line joining the seaward ends of the north and south moles.

Area	Enclosed Water Limits
Wellington	Inside a straight line from Pencarrow Head lighthouse to Palmer Head.
Westport	Inside a straight line joining the seaward ends of the breakwaters.
Whakatane	Inside a straight line across the Whakatane River entrance at its narrowest point.
Whangamata	Inside a straight line from the southern point at Te Karaka in a 250° direction to the opposite shore.
Whanganui Inlet	Inside a straight line from Bar Point to South Head Cone.
Whangape	Inside a straight line from Taupeke Point in a 320° direction to the opposite shore.
Whangarei	Inside a straight line from Marsden Point to Busby Head.
Whangaroa	Inside a straight line from North Head to South Head.
Whangaruru	Inside straight lines commencing at North Head, from there to the north point of Henry Island, and from there to the south point of Oakura Bay.
Whitianga	Inside a straight line from Whakapenui Point lighthouse in a 270° direction to the opposite shore.

Area	Inshore Limits
Auckland	Inside a straight line commencing at Kaiti Point to Takatu Point.
Banks Peninsula	Inside a line commencing at the west bank of Lake Forsyth lake entrance from there 180° for 12 miles to the New Zealand territorial limit from there northwards along the coast of the South Island following New Zealand's territorial limit to 12 miles east of the north bank of the Waimakariri River mouth from there to the north bank of the Waimakariri River mouth.
Barrier	Between a line commencing at Hereheretaura Point from there 070° 18 miles to the New Zealand territorial limit from there northwards along the coast of the North Island following New Zealand's territorial limit to the position 065° 18.5 miles from Bream Head from there to Bream Head and a line from Kaiti Point to Takatu Point.
Bay of Plenty	Inside a line commencing at Cape Runaway lighthouse from there 000° 12 miles to the New Zealand territorial limit from there westwards around the coast of the North Island following New Zealand's territorial limit to the position 065° 23 miles from Tokarahu Point from there to Tokarahu Point.
Chatham Islands	Within 12 miles from the coast inside New Zealand's territorial limit.
Fiordland	Inside a line commencing at Puysegur Point from there 235° for 12 miles to the New Zealand territorial limit from there northwards along the coast of the South Island following New Zealand's territorial limit to the position 305° for 12 miles from Awarua Point from there to Awarua Point.
Foveaux Strait	Inside a straight line joining Wakaputa Point (South Island) to Black Rock Point (Stewart Island) and a line from Waipapa Point (South Island) running 215° for 34.7 miles then 270° for 15.7 miles passing through White Rock to the shore on Stewart Island at 47°08'S, 167°59'E.
Kaikoura	Inside a straight line commencing at the north bank of the Conway River mouth from there 115° for 12 miles to the New Zealand territorial limit from there northwards along the coast of the South Island following New Zealand's territorial limit to the position 130° 12 miles from Waipapa Point from there to the shore at Waipapa Point.
Kapiti	Inside a straight line commencing at Ohau Point from there 315° for 5 miles from there 035° for 31.5 miles from there 120° to the shore.

Area	Inshore Limits
Nelson / Marlborough	Inside a straight line commencing at Farewell Spit lighthouse from there 030° for 1 mile from Stephens Island lighthouse from there to the position 045° for 5 miles from Cape Koamaru from there to the position 090° for 2 miles from Brothers Island lighthouse from there 210° to shore at White Bluffs.
Northland	Inside a straight line commencing at Bream Tail from there 045° for 28.5 miles to the New Zealand territorial limit from there northwards along the coast of the North Island following New Zealand's territorial limit to the position 090° 12 miles from North Cape from there to a point 090° 2 miles from North Cape from there westwards along the coast of the North Island 2 miles off to a point 000° 2 miles from Hooper Point from there continuing 2 miles off Hooper Point to shore at 212° 2 miles from Hooper Point.
Mahia	Inside a straight line commencing at Red Island from there 090° for 12 miles to the New Zealand territorial limit from there north and east around the coast of the North Island following New Zealand's territorial limit to the position 090° 12 miles from Waikahawai Point from there to Waikahawai Point.
Otago	Inside a straight line commencing at the South Bank of the Taieri River Mouth from there 113° for 12 miles to the New Zealand territorial limit from there northwards along the New Zealand territorial limit to the position 090° 12 miles from Cornish Head from there to Cornish Head.
Wellington	Inside a straight line commencing at Turakirae Head from there 205° for 5 miles from there to the position 205° 5 miles from Karori Rock from there 025° through Karori Rock to shore.

**Appendix 2****COASTAL LIMITS**

- (1) Inside a line commencing 000° 30 miles from North East Island (Three Kings Islands)

joining

the position 34°S, 174°10' E

the position 045° 30 miles from East Island (East Cape)

and continuing around East Island 30 miles off to a position 090° 30 miles from East Island

then joining

the position 110° 30 miles from Gable End Foreland

the position 110° 30 miles from Portland Island lighthouse

the position 130° 20 miles from Steep Head lighthouse

the position 130° 20 miles from Cape Saunders lighthouse

and continuing 20 miles off the coast of the South Island and Stewart Island (but not outlying islands) to a position 315° 20 miles from Cascade Point

then joining

the position 300° 20 miles from Cape Foulwind lighthouse

the position 305° 20 miles from Kahurangi Point lighthouse

the position 270° 30 miles from Cape Egmont lighthouse

the position 270° 30 miles from North East Island (Three Kings Islands)

and continuing 30 miles off around North East Island to the position 000° 30 miles from North East island.

- (2) Inside 30 miles off the coast of the Chatham Islands.

# Maritime Rules

## PART 20

### OPERATING LIMITS

## Consultation Details

*(This text does not form part of the rules contained in Part 20. It provides details of the consultation undertaken in making the rules)*

#### Summary of Consultation

Submissions were received from the Port of Wellington Ltd, Auckland Regional Council, Ocean Terminals Limited (Port of Wanganui), the New Zealand Shipping Federation, Union Shipping New Zealand Limited, Mako Lodge and Fishing Charters, Four Seasons Yacht Charters, Arrell Sport Fishing, Dove Fish n Dive Charters, Dolphin Watch Marlborough, Dolphin Encounter, New Zealand Marine Transport Association Incorporated, Fiordland Ecology Holidays, Tolaga Bay East Cape Charters, Gisborne Commercial Fishermen's Association, Wellington Commercial Fishermen's Association, Taranaki Commercial Fishermen's Association, F.L. Jones and R.L. Clough.

Oral submissions were received from R.L. Clough and K. Ingram.

A letter from McCook Holdings to Mr Kilvington, MSA Director, was taken as a submission.

A letter from Whale Watch Kaikoura Limited to Mr Satur, Nautical Advisor, was used as reference.

### **General**

J.D. McPetrie, Regional Maritime Co-ordinator at the **Auckland Regional Council** said the proposed Part 20 was "sound and is welcomed".

David McPherson, 'General Manager - Marine' of **Union Shipping New Zealand Ltd** offered no comment on the draft Part.

L.D. Battersby of **Dolphin Watch Marlborough** felt that "With the simplification of areas now known as either extended river limits or extreme limits, I feel your organisation is on the right track. Over the last few years there have been big improvements in boat construction and equipment and radio coverage and the new Inshore limits take account of these developments. ....In conclusion I approve the line taken by the MSA regarding these limit changes."

M.S. Soloman, Operations Manager of **Whale Watch Kaikoura Limited** said "I am pleased to submit that initial feedback has confirmed a positive view with a general consensus that the proposed limits are a marked improvement on the current regime. ...My only remaining concern is the considerable time frame before the new legislation is introduced."

### **Port of Wellington Limited**

Charles Smith, Marine Services Manager, said the Port of Wellington welcomed the concept that vessels may make non-commercial voyages within the coastal limit for positioning purposes without the need for dispensation.

He asked for clarification on the sending of tugs outside their usual operating limit on an emergency call.

*It was decided that a tug should be given a Safe Ship Management Certificate recording the limits for normal operation, and for emergency operation, thus preventing unnecessary delays in an emergency. This will be covered in a specific rule for tugs.*

He commented that reconsideration should be given to introducing a corridor joining Wellington to Tory Channel for commercial craft.

*It is considered that a restricted coastal limit will be suitable for this.*

Charles Smith also mentioned the proposed port of Clifford Bay and queried how this would fit into the operating limit system.

*Vessels engaged in the Clifford Bay development can be prescribed individual operating limits within the proposed system. If the Port is developed, an enclosed limit, and if warranted, an inshore limit would then be prescribed for the area.*

### **Ocean Terminals Limited (Port of Wanganui)**

J.S.M. Blaikie, Port Manager, made a submission asking for an inshore limit to be prescribed in the area of Wanganui to continue south along the coast to join up with the Kapiti Inshore limit. He felt that this would better suit the operations of local commercial vessels, port operation and port maintenance vessels.

He felt that local charter boats would then be able to engage on tourist trips and take fishing parties to the south with crewing levels "more consistent with their size" and would make shelter areas accessible.

Port operation vessels are required to work the pilot station, the bar and port approaches and to assist with line handling on barges preparing to enter the port. "A survey and manning to meet "Coastal Limit" to carry out these inshore duties would be unreasonable". Port operation tugs may also be required to carry out rescue and salvage work in the coastal area.

Port maintenance vessels dredge within the port and sometimes on the river bar. The dredgings are dumped about one nautical mile out to sea and Mr Blaikie felt that it would be reasonable for these vessels to meet inshore requirements.

He commented that "While I am cognisant of the provision available to prescribe "Inshore Limits" for a particular boat I feel the fluctuation in numbers and identity of vessels in the coastal region, the adoption of this draft provision would place economic restrictions and administrative difficulties on boat owners and maritime authorities."

*All of the requirements of the vessels will be met by 20.5(4), (originally rule 20.4(3)), by prescribing individual inshore limits to each vessel in line with it's operational and safety requirements. As each vessel must have it's individual*

*limits prescribed there are no extra economic or administrative costs by not having a Wanganui Inshore limit.*

*Tugs will be given emergency limits so that they may operate outside their usual limits in an emergency situation.*

*Therefore the suggested inshore limit will not be added.*

### **Mako Lodge and Fishing Charters**

M.J.G. McIntosh commented that his 7.6m charter fishing vessel MAKO is surveyed for the Bay of Islands extended river limit. He says that he had found the limit adequate on most charters during the year except in the game-fish season when he would have liked to have travelled some 5-7 miles further East than that limit allows. "Accordingly, the new definition of Inshore Limit, if adopted, will solve all my problems assuming the Surveyor considers my vessel fit for purpose."

Mr McIntosh was concerned that there must be some degree of flexibility to allow for under 6 metre vessels to go into the Inshore limit where there are many popular fishing spots.

*It is intended that a surveyor can prescribe individual limits for a vessel that include part of an inshore limit. Therefore this is already covered by Part 20.*

Mr McIntosh made points about the experience of vessel skippers and the importance of local knowledge in the safety of the vessel.

*This will now be covered in the Advisory Circular to the rule noting that in determining if a vessel is 'fit for purpose' a surveyor may take into account the knowledge and experience of the skipper in relation to that particular area.*

### **Four Seasons Yacht Charters**

Chris Sale suggested that the Northland Inshore limits be extended around North Cape to provide safe anchorage in either Spirits Bay or Tom Bowling Bay as this was "essential as in Southerly weather the next safe anchorage south is Houhora Harbour which is quite some distance and is poorly lit for night approaches." He added that "while it is commonly understood that it is O.K. to take shelter in Tom Bowling Bay for safety reasons, this does render

the master liable for operating outside the limits and also voids the insurance cover.”

*Safe anchorages for Southerly conditions for vessels operating at North Cape exist before Houhora but are accessible by small vessels only.*

*We therefore agree with the need for an amendment to the rule to allow safe anchorage to the west of North Cape. To allow for South Easterly conditions, a small part of Spirits Bay, along with Tom Bowling Bay is included to a maximum distance of two miles off the coast.*

### **Arrell Sport Fishing**

Dave Arrell suggested that the draft Part was “a little hard to understand” and “more complicated than before and seems to be incomplete.” He felt that the MSA should hold meetings around the country to explain the draft as he thought it was completely different to what was discussed at an earlier round of meetings.

*Mr Arrell was not specific about what he did not understand about the draft rules and what information he felt was missing. Mr Arrell was invited to write back with any specific queries he had to be clarified by the MSA. There was no reply to the invitation dated 19 November 1996.*

Mr Arrell had a number of suggestions as to characteristics of vessels to operate in specific limits.

*Construction, qualification and equipment requirements are to be covered in other Maritime Rules.*

### **Dove Fish n Dive charters**

Jim Andrew submitted that an Inshore limit be designated for the Kawhia / Raglan area on the West coast of the North Island. He felt that it was essential for safety reasons “that the operational limits be clearly defined for West Coast Charter vessels... We need the ability in the case of emergency that other vessels know the limits and are able to provide assistance in that area.”

*It was decided initially not to prescribe inshore limits in areas that only have a small number of operators as the requirements of, and the limitations on each one would be too different to make prescribing a limit worthwhile.*

*Even if there was a prescribed limit in the area, each operator may actually get separate inshore limits prescribed by a surveyor. So the additional safety argument is not considered valid.*

*It was also felt that not prescribing an inshore limit for more dangerous harbours may discourage boats without local knowledge from attempting to operate in those areas.*

*Therefore the suggested inshore limit will not be added.*

### **Dolphin Encounter Kaikoura**

Dennis Buurman commented on the Kaikoura Inshore limit that “it is gratifying to see that southern boundary moved to the Conway river and the outer boundary extended to twelve miles”. He suggested giving consideration to moving the northern boundary to Waipapa Point as “this would give almost equal operational areas either side of the Kaikoura Peninsula.” He said that Kaikoura Peninsula offers good protection from weather coming from the south.

*We agree with this submission.*

### **Fiordland Ecology Holidays**

Lance Shaw of Fiordland Ecology Holidays pointed out that “the distance between the Auckland Islands and Campbell Island is less than the open water distance from Stewart Island to the Auckland Islands.” He asked for “consideration to be given to including a ‘corridor’ to the Campbells from Auckland Islands as is suggested for the Kermadecs.”

He further said that “often in these waters... it is more difficult to get a weather window to get down to the Aucklands than it is for the much shorter distance of the Aucklands / Campbells run.”

*It was decided not to make the amendment suggested as -*

- *The offshore limit was never designed to reach the Auckland Islands. They were included because it was found that 200 miles off the coast of Stewart Island came so close to the Auckland Islands, that for safety reasons the Islands should be available for shelter.*

- *The waters to the North of New Zealand are not considered to be comparable to those to the South in terms of -*
  - *weather conditions;*
  - *sea temperature;*
  - *sea conditions;*
  - *weather reports available; and*
  - *traffic density (for providing assistance if necessary).*

*Basically the Southern waters, (Campbell Island is at 51°30' S, Auckland Islands 50°S) are not comparable with the Northern waters where an Island corridor has been proposed.*

#### **Tolaga Bay East Cape Charters**

Bert Lee made a submission on the coastal limit in the area of East Cape to Portland Island. He noted that fishing grounds such as Tuahine High, Gable High and the Tolaga Bay hills were all in the offshore area. Such areas are "all popular fishing spots for line boats out of Gisborne. Having to bring these smaller boats up to an offshore standard rather than a coastal would be a considerable imposition on the owners."

Mr Lee suggested that an intermediate position 30 miles at 90° from Gable End Foreland be added to the coastal limit which would "bring most of the areas presently fished by the local coastal fleet within the proposed coastal limit".

*From this submission combined with the submission from the Gisborne Commercial Fishermen's Association it was agreed to amend the coastal limit in the East Cape to Portland Island area. The extension is further than that requested by Mr Lee.*

#### **Gisborne Commercial Fishermen's Association**

Gordon Halley, President of the Association, said that they were "disappointed with the lack of notification of the meeting with the MSA in Napier".

*These comments are noted. If future meetings are planned they will take this into account.*

He commented that there was “general frustration with the idea of making a decision on a limit, when the consequences for manning, vessel type and equipment were not known.”

*This concern is acknowledged. However the process needs to start somewhere and the finalising of operating limits is the first step.*

The Association suggested that the inshore limit be extended in the region of East Cape to be continuous from the Mahia to the Bay of Plenty limits. The members felt that they could “see no distinction between this area and other areas around the country that are within the Inshore limit.”

*It is expected that most fishing vessels that are presently ‘inshore’, will become ‘coastal’. If they do not they will be able to have individual inshore limits prescribed if they are ‘fit for purpose’.*

*There is an essential difference between the sea off East Cape and the seas in other prescribed Inshore areas in that the East Cape area is considered to be very dangerous waters and not suitable for most restricted limits vessels.*

*Therefore this inshore limit will not be added.*

It was suggested that the coastal limit in the East Cape to Portland Island region be extended to 30 miles off the coast. They felt this would enclose “the main fishing areas accessed by day boats based in Gisborne and Mahia.” They felt that “a limit of 30 miles is appropriate in this region in respect of VHF radio coverage and the history of smaller day boats fishing in this area.”

*VHF coverage is understood to be provided at present by private operators.*

*From this submission combined with the submission Bert Lee of Tolaga Bay East Cape Charters, it was agreed to amend the coastal limit in the East Cape to Portland Island area as suggested by the Association.*

### **Wellington Commercial Fishermen’s Association**

S. Palmer, President of the Association wrote that the “sketch of coastal limits and offshore limits lacks details of latitude, longitude, depths and scale reference to which it is drawn.” He further felt that the “sketch is misleading and meaningless for lack of details.

*The map is intended as a guide only. Full details of the coastal and offshore limits are laid out in the Appendix. There was no information given as to how the map was misleading, so changes are considered unnecessary.*

The Association “expressed gratitude” for the “benefit by extended limits being granted.”

### **Taranaki Commercial Fishermen’s Association**

Barry Govier wrote on behalf of the Association with concerns on changes to the coastal limit. “Leave the coastal limit to the full 100 miles from shore” and “be wary of using such things as lighthouses or extremities of land to set operating limits, because unknowingly it can remove and make a historical fishery... un-fishable...”

*This submission was based upon the incorrect assumption that vessels using the present coastal limit, will only be able to operate in the proposed coastal limit. However the present coastal vessels, if considered ‘fit for purpose’ by a Surveyor, will be able to operate in the proposed offshore limit.*

*Therefore a change to the draft rule is not necessary.*

### **F.L. Jones**

Mr Jones felt that the proposed inshore limits did not have “any relationship to safety”. He felt that using the territorial limit as an outer limit was “arbitrary” and not “based on a safety factor”.

*Not all of the Inshore limits go to the 12 mile territorial limit.*

*Individual ships will be given their own Inshore limit, not necessarily the entire Inshore limit as defined.*

*Safety, comprising of all it’s contributing factors including equipment, ship construction, weather patterns, distance to shelter, crew levels, available assistance, radio coverage and historical accident information, was the first consideration in prescribing the draft limits. The second consideration was practicality of application, which is why often the 12 mile limit, a line already clearly indicted on charts, was often used to mark the outer edge of the inshore limit.*

Mr Jones felt that "The MSA has failed to provide a consultative forum when only specially selected members of the industry were invited" and that the draft rule "has the appearance of being specifically designed for a small section of the industry particularly that which comprised the invited participants."

*Consultation meetings were advertised and held around the country. (Mr Jones attended the Tauranga meeting, and the minutes show that he was a strong participant in the discussions.)*

*The MSA has dealings with all of New Zealand's Maritime sectors daily. Draft Part 20 was designed with all of these sectors in mind.*

He also felt that a vessel should be able to operate in all enclosed limit waters if it was certified as an enclosed limits vessel and that operating limits for every vessel should be displayed on the vessel.

*The operating limits of every vessel are prescribed by a local Surveyor. The surveyor may prescribe a vessel every enclosed limit if they so wish, although this is unlikely.*

*Part 21 (Safe Ship Management Systems) of the Maritime Rules requires certificates showing the vessels operating limits to be shown on a vessel at all times.*

Mr Jones also requested a re-appraisal of the rules.

*As the conditions Mr Jones suggested we use for re-appraisal of Part 20: that is information on incidents, weather patterns, distance from anchorage, manning levels, safety equipment, vessel construction and proximity to emergency services or assistance: were those used by the MSA in drawing up this draft rule, a re-appraisal on these lines is not considered necessary.*

### **R.L. Clough**

Mr Clough submitted that there was confusing terminology used in the draft Part. "Perhaps the choice of 'Coastal' for what is more an inshore limit could be reviewed. I have in mind the prospect that fishing vessels, of suitable size and survey categories, will be operating to the proposed Offshore Limit under the command of the holder of a New Zealand Coastal Master certificate. It may be of advantage to have the certificate, survey and limit all under one coherent name."

*The names of the new limits are considered more appropriate than those previously used and are consistent with those used in Australia.*

*The qualifications system is currently under review. A change in the names of qualifications in line with overseas systems is possible. Any changes will bear in mind the names of the new operating limits.*

*Therefore it is not intended to alter the names of the proposed operating limits.*

After consultation at a series of meetings, a distance of 30 miles from land was suggested as the Chatham Islands coastal limit.

*The Chatham Islands coastal limit will be set at a distance of 30 miles off the coast of the Chatham Islands.*

Mr Clough submitted on behalf of other Chatham Islanders the request for an adjustment to the offshore limit so as to include the Bounty Islands. "I realise, as do those with whom I have discussed it, that it involves a considerable stretching of the limit concerned - an extension of some 72 nautical miles plus another 15 or so to reach beyond the Bounties."

*The Bounty Islands do not have any anchorages for storm conditions. Therefore although vessels may travel a further distance between the Chatham Islands and the North or South Island, they would always be closer to shelter.*

*If this extra area was added to the offshore limit, vessels would be allowed the furthest from shelter of any part of the limit, in a area that is not often frequented by ships and has cold sea temperatures and rough sea and weather conditions.*

*Therefore the offshore limit will not be amended.*

### **Keith Ingram**

Keith Ingram submitted that the Auckland Enclosed limit should be reduced by way of Rakino Island to be as presently prescribed in the Restricted River Limit. He felt that the waters to the North of Rakino Island were too exposed to be included in an enclosed limit.

*We agree with this submission.*

**McCook Holdings**

Bill McCook submitted an extension to the draft Auckland Inshore limit. This would include the opening of Wairau Creek which has a new marina development.

*Enclosed limits usually end at the entrance to a river / harbour/ creek. As the waters outside the entrance are quite exposed there is no justification to change this in the case of Wairau Creek.*

*Commercial vessels operating out of Wairau Creek are likely to use the Auckland Inshore limit so will not need the enclosed limit.*

*Opening up the 'outer' part of the Hauraki Gulf is not in line with other enclosed limits. Therefore this alteration will not be made.*

It would also allow vessels to use the waters to the north of Rangitoto Island which has many bays that he often uses. "This area is often more sheltered than the area to the east of Motutapu Island" which is within the Enclosed limit.

He felt that "The waters inside the proposal are no more exposed than the Orapara Island to Owhanake Bay line." He felt that the worst conditions were inside the area at the Motuihe Channel.

*We do not want to encourage enclosed limit boats to head out to Rakino Island and surrounds in conditions in which it is safer to come back around the North of Rangitoto Island. It is noted that the vessels that currently operate commercially in that area have extended river limits survey, which means that they are likely to be prescribed inshore limits in the future.*

*The waters of Motuihe Channel can be avoided by using the adjacent Sargeant Channel which, although a slightly longer distance if travelling to or from Auckland city, does not become so rough.*

*The Orapara Island to Owhanake Bay line has been reduced in light of a submission from Keith Ingram.*

*Opening up the 'outer' part of the Hauraki Gulf is not in line with other enclosed limits. Therefore this alteration will not be made.*

## **20.2 Definitions**

Paul Nicholas, Manager Administration, submitted comments on behalf of the members of the New Zealand Shipping Federation. They believe that the definition of 'New Zealand ship' "ought to be redefined in accordance with normal international practice. The definition should not include a reference to ships required or entitled to be registered under the Ship Registration Act."

*The definition used is from the Maritime Transport Act 1994. The rules are not able to use a conflicting definition, therefore this will not be altered.*

## **20.4 Restricted Limits Defined**

W.A. Simpson from the New Zealand Marine Transport Association felt that this rule did not make it clear that a vessel was able to be assigned more than one inshore limit.

*The rule states "Inshore limits assigned to a...". We believe this is sufficient.*

## **Appendix**

W.A. Simpson from the New Zealand Marine Transport Association wrote that they felt Appendix 1 was confusing. "While it is realised that it follows the First Schedule of The Shipping Restricted Limits Notice 1980 in arranging limits alphabetically, the separate listing of Inshore Limits from Enclosed Water Limits means that it is not obvious that some Inshore Limits have been omitted."

*It is not the role of a rule to make comments on repealed legislation, which is why Appendix 1 does not contain comments on the removal of old limits.*

*Inshore limits are new to this rule, and thus all Inshore limits are new. It is not possible therefore for an Inshore limit to have been omitted.*

## **Other Amendments made by the Maritime Safety Authority**

### **20.2 Definitions**

The definitions rule has been rearranged so that all the operating limits defined in Part 20 are listed at the beginning of the Part in a rule of their own. Other definitions needed for Part 20 follow in a separate rule (rule 20.3).

*Other definition changes are as follows:*

“Approved safe ship management system” has been amended to simply refer to rule 21.11 which defines the term fully.

The definition of “bearing” has been moved from rule 20.2(2) to rule 20.2 (formerly rule 20.2(1)). Rule 20.3, (formerly rule 20.2), is no longer split into a (1) and (2).

Definitions have been added for “foreign ship”, “master”, “organisation”, “owner”, and “passenger”.

The definition of “restricted limit ship” has been deleted as it is not required for the Part.

A new definition of “surveyor” has been given to reflect a change made to the definition in Part 21.

### **20.3 Application**

Rule 20.3(1) has been split into (a) and (b) for ease of reading.

Rule 20.3(2) has been removed and put into Part 21 instead.

### **20.4(3), 20.4(4), 20.6(1), and 20.6(2)**

Reference has been added to the statement of operating limits that a surveyor may give for a ship under rule 21.13(4). This reflects a change made to Part 21.

### **20.5 Assigning Operating Limits**

This is a new rule spelling out that the owner of a ship must have operating limits assigned to the ship by a surveyor and recorded on the ship’s documentation. This rule has been added to fit with the requirements set out under other Parts such as Part 46 (Maintenance and Surveys) and Part 21 (Safe Ship Management Systems).

## **20.6 Requirement to Operate within Assigned Limits**

This rule has been added so that there is a specific legal obligation for ships to operate within their assigned limits. Reference has also been made to those ships that are, for the time being, keeping their old operating limits assigned under the Maritime Transport Act or Shipping and Seamen Act.

### **20.7(1) Conditions under which Approval may be given for Single Voyages outside Restricted Limits**

This rule has been broken up for ease of reading.

### **20.7(2) and 20.7(3) Conditions under which Approval may be given for Single Voyages outside Restricted Limits**

Rule 20.7(2) has been removed and rule 20.7(3) has been revised and renumbered as rule 20.7(2). A ship granted a single voyage approval by a safe ship management organisation will not be required to meet the requirements of the rules applicable to ships which operate in coastal limits all the time. These ships will still have to meet their usual (restricted limits) safety standards plus any additional safety requirements imposed by other maritime rules due to the nature of the one-off voyage.

## **20.9 Unlimited Defined**

Rule 20.9 has been moved to rule 20.2 and reworded for consistency with other definitions.

## **Appendices**

Amendments were made to the Appendices to correct grammatical errors.

## **Figure 1 Coastal and Offshore Limits**

This map has been moved to the Advisory Circular for Part 20 as it is for guidance purposes only and is not referred to in Part 20 itself.