Secondary Legislation

DCE - MTI 3H-1/1

Maritime Transport (Life-saving Appliances) Instrument [year]

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Contents

Section 1 Preliminary provisions

1.1 Title

This MTI is the *Maritime Transport (Life-saving Appliances) Instrument* [year].

1.2 Commencement

This MTI comes into force on [same date as *Part 3H]*.

1.3 What this MTI does

This MTI specifies, for the purposes of the *Part 1A: Maritime (Design, Construction, and Equipment – Survey and Certification) Rules* and *Part 3H: Maritime (Design, Construction, and Equipment – Life-saving Appliances) Rules,* standards and requirements for the design and construction of life-saving appliances (including arrangements, apparatus, and gear), and requirements for the following:

(a) carriage of life-saving appliances:

(b) effective visual means of signalling distress and location:

(c) retrieval of persons from the water:

(d) safety of persons in an abandon-ship scenario:

(e) alerting persons on board of an emergency.

1.4 Application of MTI provisions

(1) This MTI specifies—

(a) requirements with which a ship described in rule 3H: A1.3(1*)* must comply; and

(b) standards that are, for the purposes of rule 3H: C1.1, the relevant design, construction, equipment, and installation standards for life-saving appliances.

(2) If there is a conflict between this MTI and the maritime rules, the maritime rules apply.

(3) If there is a conflict between this MTI and material incorporated by reference in this MTI, the MTI applies.

1.5 Interpretation

(1) A term that is used in this MTI and defined in *Part 3H* has the same meaning as in that Part.

(2) In this MTI, unless the context otherwise requires,—

AIS means Automatic Identification System

buoyant apparatus means a device designed to assist a person to float in water and has the properties specified in clause 5.4(6)

Certificate of Survey means a Certificate of Survey issued under *Part 1A: Maritime (Design, Construction, and Equipment – Survey and Certification) Rules*

EPIRB means an electronic position indicating radio beacon

fishing ship means a ship that is required to be registered under the *Fisheries Act 1996* other than eel fishing boats

hours of darkness means a period of time between half an hour after sunset on one day and half an hour before sunrise on the next day

inshore limits (a) has the meaning set out in paragraph (a) of the definition of inshore limits set out in *Part 20: Operating Limits*

inshore limits (b) has the meaning set out in paragraph (b*)* of the definition of inshore limits set out in *Part 20: Operating Limits*

length overall means the length of the ship measured from the foreside of the head of the stem to the aftermost part of the transom or stern of the ship and—

(a) includes structures such as deckhouses that project beyond those terminal points; and

(b) does not include fittings such as beltings, bowsprits, platforms, pulpits, and booms that project beyond those terminal points

LOA means length overall

Maritime Transport Operation Plan has the meaning set out in *Part 19: Maritime Transport Operator – Certification and Responsibilities*

notified body means an organisation that has been designated by a member State of the European Union to assess the conformity of certain products with the applicable technical requirements of European Union (EU) directives or regulations

rescue boat means a boat that meets 1 of the standards specified in clause 3.4 and is registered as ship's equipment

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) 2/3 of more than 9

territorial sea baseline has the same meaning as in *section 5* of the *Territorial Sea, Contiguous Zone, and Exclusive Economic Zone Act 1977*

territorial sea has the same meaning as in *section 3* of the *Territorial Sea, Contiguous Zone, and Exclusive Economic Zone Act 1977*

unlimited area has the meaning set out in *Part 20: Operating Limits*

verification organisation means—

(a) a classification society that is a member of International Association of Classification Societies:

(b) a Joint Accreditation Scheme–Australia and New Zealand-accredited product certification body:

(c) a notified body.

(3) In this MTI, codes and official standards (such as *AS/NZS* and *ISO*) are referred to as standards and by the abbreviations listed in the Appendix.

Section 2 Visual signals

2.1 Application of requirements for visual signals

This Section specifies requirements for the minimum number of distress flares and other visual signals carried on a ship, and their type and design, for the purposes of rule 3H: C2.2.

2.2 Number and type of visual signals

Unless clause 2.5 applies, a ship must carry, as applicable, for the operating areas specified in Table 2.1,—

(a) 6 rocket parachute and 2 buoyant smoke signals; and

(b) 4 rocket parachute and 2 buoyant smoke signals or 4 rocket parachute, 1 buoyant smoke and 2 hand smoke signals; and

(c) a combination of, subject to clause 2.5,—

(i) 4 rocket parachute or 2 red hand flares; and

(ii) 2 hand smoke signals or 1 buoyant smoke signal:

(d) a combination of, subject to clause 2.5,—

(i) 2 rocket parachute or 2 red hand flares; and

(ii) 2 hand smoke signals or 1 buoyant smoke signal.

Table 2.1 Minimum requirements for number, type, and design of visual signals

Appliances and related standards	**Enclosed water limits**		**Inshore and inshore fishing limits**		**Coastal limits**	**Offshore limits**	**Unlimited area**
	Inland waters	**Enclosed water limits**	**Inshore limits (a)**	**Inshore limits (b) and inshore fishing limits**	Out to 50NM	50 - 200NM	Beyond 200NM
Visual signal number	Requirements in 2.2(d) and 2.3		Requirements in 2.2(c) and 2.3 (Section of coastal limit out to 12NM#*); or Inshore fishing limits		Requirements in 2.2(b)	Requirements in 2.2(a)	Requirements in 3.2)(a)
Standard of visual signal	2.3(1) and 2.3(2))		2.3(1) and 2.3(2)		2.3(1)(a) and (c) and 2.3(2)	2.3(a) and (c)	2.3(1)(a) and (c)

2.3 Design standards for and stowage of visual signals

(1) A visual signal carried on a ship must comply with the following requirements of the *LSA Code*:

(a) for a rocket parachute flare, the requirements of Chapter III, Section 3.1:

(b) for a red hand flare, the requirements of Chapter III, Section 3.2:

(c) for a buoyant smoke signal, the requirements of Chapter III, Section 3.3.

(2) A hand smoke signal carried on a ship must be US Coastguard-approved or comply with 1 or both of the following standards:

(a) *AS 2092-2004*:

(b) *CE: Directive 2013|29|EU*.

(3) A visual signal that is subject to deterioration with age must be replaced within the period that is recommended by the manufacturer.[1]

2.4 Stowage of visual signals

For the purposes of rule 3H: C2.3, a visual signal must be stowed in a readily accessible position that is clearly and permanently marked.

2.5 Surveyor determinations, undertakings, and approvals

Combination of visual signals within enclosed water limits, inshore limits, or inshore fishing limits

(1) For the purposes of rule 3H: C2.4, a surveyor may determine the matters in subclauses (2) and (3).

Exceptions for ships within enclosed water limits, inshore limits, or inshore fishing limits

(2) A surveyor may determine that a ship operating within enclosed water limits, inshore limits, or inshore fishing limits is not subject to clause 2.2, if the surveyor is satisfied that the ship is—

(a) a barge with no persons on board; or

(b) during the normal course of its operation, in constant sight of, and communication with, a means of immediately available assistance; or

(c) operating within a river or other similar restricted waterway and there are no likely scenarios whereby flares would be required to signal distress or the ship's position.

(3) For the purposes of clause 2.2(c) and (d), a surveyor may determine which combination of visual signals is required to be carried on a ship operating within enclosed water limits, inshore limits, or inshore fishing limits by taking into account the following:

(a) rocket parachute flares are required of the quantity specified in clause 2.2(c)(i) and (d)(i) and Table 2.1 when any of the following is likely:

(i) the ship operates during hours of darkness:

(ii) there are no ships operating in the near vicinity[2]:

(iii) geographic or other features would mask a hand flare (for example the presence of mangroves, islands or hills):

(iv) the ship is acting as a pilot ship:

(b) red hand flares must be carried of the quantity specified in clause 2.2(c)(i) and (d)(i) and Table 2.1 when rocket parachute flares are not carried in accordance with paragraph (a).

Section 3 Rescue boats

3.1 Application of requirements for rescue boats

This Section specifies requirements for the design of a rescue boat carried on a ship and its launching equipment for the purposes of rule 3H: C3.2.

3.2 Requirements for rescue boats

Unless clause 3.6 applies, a ship must carry a rescue boat, as applicable, for the operating areas specified, if it is—

(a) a ship of 35 metres or more in LOA that proceeds beyond inshore limits (a); or

(b) a sailing ship that proceeds beyond the offshore limit; or

(c) a ship carrying more than 12 passengers that operates within coastal or offshore limits; or

[1] See rule 42A.5 (2)(a)

[2] 4 to 6 km, or 2 to 6 nautical miles

(d) a ship of 15 metres or more in LOA and carrying 99 or more passengers that operates within enclosed water limits, inshore limits, or inshore fishing limits; or

(e) a ship of 24 metres or more in LLL and carrying more than 36 passengers that operates within enclosed water limits, inshore limits, or inshore fishing limits.

Table 3.1 Minimum requirements for rescue boat

Appliances and related standards	Enclosed water limits		Inshore and Inshore fishing limits		Coastal limits	Offshore limits	Unlimited area
	Inland waters (all New Zealand inland waters)	Enclosed water limits	Inshore limits (a)	Inshore limits (b) and inshore fishing limits			
Rescue boat or craft	Ships in 3.2(d) and (e) unless 3.6 applies		Ships in 3.2(d) and (e) unless 3.6 applies	Ships in 3.2(a), (d) and (e) unless 3.6 applies	Ships in 3.2(a) and (c)	Ships in 3.2(a) and (c)	Ships in 3.2(a) and (b)
Standard of rescue boat	3.4		3.4	3.4	3.4	3.4	3.3

3.3 Design standards for rescue boats in unlimited area

A rescue boat carried on a ship operating within the unlimited area, if specified in Table 3.1 as requiring a rescue boat, must—

(a) be of a highly visible colour and fitted with retro-reflective material on all parts where this will assist detection at sea; and

(b) comply with the requirements of Chapter V, Section 5.1 of the *LSA Code*, except if the ship is a sailing ship and the rescue boat is carried on board rather than being towed, in which case, clause 3.4 applies.

3.4 Design standards for rescue boats other than in unlimited area

(1) A ship not specified in clause 3.3, and required to carry a rescue boat, must carry a rescue boat that—

(a) complies with Chapter V, Section 5.1 of the *LSA Code* in respect of construction, propulsion, and equipment; or

(b) is a rescue craft of 3.8 metres or more in LOA and complies with subclauses (2) to (6).

Construction, stability, and damage

(2) A rescue craft must—

(a) be constructed to withstand the sea and weather conditions likely to be encountered in the intended area of operation; and

(b) comply with the stability and freeboard requirements for a ship of equivalent size and construction for that size in *Part 3B*: *Maritime (Design, Construction, and Equipment – Stability, Drainage, and Freeboard) Rules;* and

(c) comply with damage requirements appropriate for a ship of that type in *Part 3B*; and

(d) not be susceptible to tripping on waves or wake.

Motor/speed

(3) A rescue craft must—

(a) be capable of speeds of at least 6 knots and for 2 hours; and

(b) have a motor of sufficient power to provide mobility and manoeuvrability in a seaway to enable persons to be retrieved, if necessary, from the water and to marshal or tow liferafts.

Design elements

(4) A rescue craft must—

(a) have a capacity for a minimum of 4 persons; and

(b) be of a highly visible colour and marked with retro-reflective tape; and

(c) have grab lines secured to the side of the rescue craft to support the upper torso of a person out of the water when holding onto them and to facilitate recovery of persons; and

(d) have a protective cover with arrangements for quick removal in an emergency; and

(e) have the parent ship's identification legibly and permanently marked on each side of the bow in figures not less than 75 millimetres in height in contrasting colours; and

(f) if the ship carries multiple liferafts, have arrangements for towing permanently fitted and be sufficiently strong to marshal or tow the required liferafts.

Required equipment

(5) A rescue craft must hold—

(a) a waterproof, battery-operated torch; and

(b) a bailer of robust construction fitted with a lanyard or a bilge pump; and

(c) oars or paddles; and

(d) a heaving line with rescue quoit.

(6) For inflatable rescue craft, the following must also be supplied:

(a) bellows or a pump complete with hose and adapter to suit inflation valves which must be capable of inflating the rescue boat to normal working pressure:

(b) an emergency repair kit, complete with suitable patches, adhesive, and instructions.

3.5 Rescue boat launching equipment

Ship operating beyond inshore limits or inshore fishing limits

(1) For the purposes of rule 3H: C3.3, a rescue boat carried on a ship must have its own launching equipment, independent of any other craft, that must—

(a) be arranged so the fully equipped rescue boat 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) utilise—

(i) gravity; and

(ii) stored mechanical power independent of the ship's power supplies or alternative emergency electrical power; and

(c) allow for the launching of the rescue boat in the fully loaded and equipped condition and also in the light condition; and

(d) be capable of retrieving the rescue boat; and

(e) be fit for purpose.

Ship operating within enclosed water limits, inshore limits, inshore fishing limits, or coastal limits

(2) For the purposes of rule 3H: C3.3, a rescue boat carried on a ship operating within enclosed water limits, inshore limits, inshore fishing limits, or coastal limits must—

(a) be able to be readily and safely launched; and

(b) have associated procedures for crew, launching, and retrieval.

3.6 Surveyor determinations, undertakings, and approvals

(1) For the purposes of rule 3H: C3.4, a surveyor may determine and approve the matters in subclauses (2) to (4).

Lifeboats and auxiliary craft as rescue boats

(2) A surveyor may approve for carriage on a ship, instead of a rescue boat,—

(a) a lifeboat, if it complies with the requirements in clauses 3.4 and 3.5, as applicable; or

(b) an auxiliary craft, if it complies with the requirements in clauses 3.4 and 3.5, as applicable:

Exceptions for ships within enclosed water limits, inshore limits, or inshore fishing limits

(3) A surveyor may determine that a ship operating within enclosed water limits, inshore limits, or inshore fishing limits is not subject to clause 3.2 and the requirements in Table 3.1 if the surveyor is satisfied that it can be demonstrated that safe recovery of persons from the water can be achieved by alternative means.

(4) For the purposes of subclause (3), a ship must demonstrate the capacity to safely recover persons from a water by the surveyor being satisfied that—

(a) the equipment, ship design, power, and navigation will allow for the ship to rapidly change course and safely come alongside someone in the water in credible worst-case sea conditions; and

(b) an unconscious person can be safely on-boarded without further harm to themselves, or harm to other persons (crew or passengers); and

(c) the likely number of crew on board and their competency would generally be capable of using the equipment and undertaking the safe recovery, as well as keeping the ship and all persons on board safe.

Section 4 Lifebuoys

4.1 Application of requirements for lifebuoys

This Section specifies requirements for the minimum number of lifebuoys carried on a ship, and their type and design, for the purposes of rule 3H: C4.2.

4.2 Number of lifebuoys

(1) Unless clause 4.6 applies, a ship must carry the following number of lifebuoys for the operating areas specified in Table 4.1:

Beyond inshore limits, or inshore fishing limits

(a) for a ship of 9 metres or more in LOA, 4 lifebuoys:

(b) for a ship of less than 9 metres in LOA, 2 lifebuoys:

Within enclosed water limits, inshore limits, or inshore fishing limits

(c) for a ship of 15 metres or more in LOA, 4 lifebuoys:

(d) for a ship of 9 metres or more in LOA and less than 15 metres in LOA, 2 lifebuoys:

(e) for a ship of less than 9 metres in LOA, 1 lifebuoy or 1 throw bag.

(2) A barge with no persons on board must carry 2 lifebuoys.

Table 4.1 Minimum requirements for number, type, and design of lifebuoys

Appliances and related standards	Enclosed water limits		Inshore and Inshore fishing limits		Coastal limits	Offshore limits	Unlimited area
	Inland waters	Enclosed water limits	Inshore limits (a)	Inshore limits (b)and inshore fishing limits			
Lifebuoy number	Requirements in 4.2(1)(c), (d) or (e), or 4.2(2) unless 4.6 (2), (3) or (4) applies				Requirements in 4.2(1)(a) or (b) or 4.2(2) unless 4.6(2), (3) or (4) applies	Requirements in 4.2(1)(a) or (b) or 4.2(2) unless 4.6 (2) or (3) applies	Requirements in 4.2(1)(a) or (b) or 4.2(2) unless 4.6(2) or (3) applies.
Standard of lifebuoy and attachments	Requirements in 4.3(1) and (2) unless 4.6(5), (6) or (7) applies.				Requirements in 4.3		

4.3 Design standards and attachments for round lifebuoys

(1) Unless clause 4.6 applies, a lifebuoy carried on a ship must be a round lifebuoy and must—

(a) be of a highly visible colour and fitted with retro-reflective material on all parts where this will assist detection at sea; and

(b) comply with the requirements of Chapter II, Section 2.1.1[3] of the *LSA Code* in respect of lifebuoy specifications.

(2) A round lifebuoy must have an attachment that—

(a) is 1 of the following:

(i) a self-igniting light:

(ii) a buoyant lifeline:

(iii) a self-activating smoke signal; and

(b) complies with the requirements of Chapter II, Sections 2.1.2 to 2.1.4 of the *LSA Code* in respect of self-igniting lights, self-activating smoke signals, and buoyant lifelines.

(3) No fewer than 50 percent of lifebuoys must be provided with a buoyant lifeline and the remaining lifebuoys must be provided with a self-igniting light except that, if the ship is limited to voyages outside the hours of darkness, self-igniting lights are not required.

(4) A lifebuoy on a ship of 35 metres or more in LOA, operating beyond inshore limits, must comply with the following requirements:

(a) a minimum of 1 lifebuoy on each side of the ship must be provided with a buoyant lifeline:

(b) no fewer than 4 lifebuoys must be provided with a self-igniting light:

(c) no fewer than 2 of the lifebuoys provided with self-igniting lights must also be provided with self-activating smoke signals and be capable of a quick release from the navigating bridge:

(d) every lifebuoy must be provided with a buoyant lifeline, or a self-igniting light, or a self-activating smoke signal, or a combination thereof.

[3] Note that sub-paragraph .7 of 2.1.1 in the Code requires that if the lifebuoy is intended to operate the quick release arrangement for the self-activated smoke signals or self-igniting lights, it must have a mass of not less than 4kg, otherwise it must have a mass of not less than 2.5 kg.

4.4 Design standards for horseshoe lifebuoys

For the purposes of clause 4.6(5), a horseshoe lifebuoy must have—

(a) a minimum buoyancy of 100 Newtons; and

(b) a strap or line with clip to close the gap; and

(c) an attached drogue, if there is no buoyant line attached, of not less than 18 metres in length; and

(d) a whistle and a self-igniting light; and

(e) a highly visible coloured finish and be marked with retro-reflective tape; and

(f) any other attachment, such as a floating line, that the surveyor deems appropriate for the operation.

4.5 Design standards for throw bags

For the purposes of clause 4.2(1)(e) or clause 4.6(6), a throw bag must—

(a) be suitably visible; and

(b) contain 20 metres of high visibility floating rope that is non-kinking and has a diameter of not less than 8 millimetres and a breaking strength of not less than 5kN.

4.6 Surveyor determinations, undertakings, and approvals

(1) For the purposes of rule 3H: C4.3, a surveyor may determine and approve the matters in subclauses (2) to (7).

Increased number of lifebuoys in some circumstances

(2) A surveyor must require a ship to carry additional lifebuoys, up to a maximum of 8 (including the number required in Table 4.1), that comply with the requirements in this MTI if, under the requirements in clause 4.2 and Table 4.1,—

(a) the number of decks, or the length of the ship, means that there are no lifebuoys accessible within 15 metres on an exposed deck; or

(b) a lifebuoy is not easily accessible from the navigating position, where deployment from that position would be necessary.

(3) A surveyor may determine that a ship must carry additional lifebuoys (up to 2 more than the number required by clause 4.2), that comply with the requirements in this MTI, in the event that persons on board a ship are unlikely to be able to effectively access or deploy a lifebuoy if the number of lifebuoys were to be in accordance with the requirements in Table 4.1.

Reduced number of lifebuoys in some circumstances

(4) The surveyor may determine that a ship may carry fewer lifebuoys than the number required in clause 4.2 and Table 4.1 (to a minimum of 2 lifebuoys), if the ship is—

(a) less than 15 metres in LOA; and

(b) not proceeding beyond coastal limits; and

(c) of a design that means that rule 3H: C1.3(2) is satisfied.

Horseshoe lifebuoys on ships within enclosed water limits, inshore limits, or inshore fishing limits

(5) A surveyor may determine that a ship may carry, instead of a round lifebuoy, a horseshoe lifebuoy if—

(a) the ship is of less than 15 metres in LOA; and

(b) the ship operates within enclosed water limits, inshore limits, or inshore fishing limits; and

(c) the lifebuoy is appropriate for the ship and complies with clause 4.4.

Throw bags on ships within enclosed water limits, inshore limits, or inshore fishing limits

(6) A surveyor may determine that a ship may carry, instead of a lifebuoy, a throw bag if—

(a) the ship is of less than 9 metres in LOA; and

(b) the ship operates within enclosed water limits, inshore limits, or inshore fishing limits; and

(c) the throw bag is appropriate and complies with clause 4.5.

Position of lifebuoys

(7) A lifebuoy must be stowed in a location, approved by a surveyor, and it must be readily accessible to persons on board in an emergency.

Section 5 Lifejackets and PFDs

5.1 Application of requirements for lifejackets and PFDs

(1) This Section specifies requirements for the minimum number of lifejackets and PFDs carried on a ship, and their type and design, for the purposes of rule 3H: C5.2.

5.2 Buoyancy of lifejackets and PFDs

(1) Unless clauses 5.4 or 5.5 or Section 7 applies, a ship must carry a lifejacket or PFD of a suitable size for every person on board of a minimum buoyancy, as applicable, for the operating areas specified in Table 5.1.

Table 5.1 Requirements for number, type, and design of lifejackets and PFDs, and attachments

<table>
<tr><th>Appliances and related standards</th><th colspan="2">Enclosed water limits</th><th colspan="2">Inshore and Inshore fishing limits</th><th>Coastal limits</th><th>Offshore limits</th><th>Unlimited area</th></tr>
<tr><td></td><td>Inland waters</td><td>Enclosed water limits</td><td>Inshore limits (a)</td><td>Inshore limits (b) and inshore fishing limits</td><td></td><td></td><td></td></tr>
<tr><td>Lifejacket or PFD buoyancy</td><td colspan="2">Requirements in 5.2(2)(a)

unless provisions in 5.4 apply</td><td>Requirements in 5.2(2)(a) unless provisions in 5.4 apply</td><td>Requirements in 5.2(2)(b) unless provision in 5.4 applies</td><td>Requirements in 5.2(2)(b)</td><td colspan="2">Requirements in 5.2(2)(c)</td></tr>
<tr><td>Light</td><td colspan="3">Optional</td><td colspan="4">Requirements in 5.3(1)(a)</td></tr>
<tr><td>Whistle</td><td colspan="3">Optional</td><td colspan="4">Requirements in 5.3(2)(b)</td></tr>
<tr><td>Other standards – construction etc.</td><td colspan="3">Requirements in 5.3(2)(c) and (3)</td><td colspan="2">Requirements in 5.3(2)(b) and (3)</td><td colspan="2">Requirements in 5.3(2)(a) and (3)</td></tr>
</table>

Lifejackets and PFDs

(2) A lifejacket or PFD carried on a ship must be—

(a) a minimum buoyancy of 71 Newtons; or

(b) a minimum buoyancy of 100 Newtons; or

(c) a minimum buoyancy of 150 Newtons.[4]

[4] Note the Newton level is in relation to the inherent buoyancy for an adult wearer 40kg or over. Lifejackets for children can necessarily have less buoyancy. Where a Newton standard is referred to, the assumption is that the wearer is 40kg or greater in weight. Other equivalent Newton design standard meets the requirement if the wearer is under 40kg.

5.3 Design standards for lifejackets and PFDs

Lights and whistles

(1) A lifejacket or PFD carried on a ship that is operating beyond inshore limits (a) must be fitted with—

(a) a lifejacket light that complies with Chapter II, Section 2.2.3 of the *LSA Code*[5]; and

(b) a whistle.

Other Standards

(2) A lifejacket carried on a ship must comply with paragraphs (a) or (b) and a PFD carried on a ship must comply with paragraph (c)—

(a) Chapter II, Section 2.2 of the *LSA Code* in respect of lifejacket construction, performance and marking; or

(b) *NZS 5823:2005* for Type 401 open-waters lifejackets or 1 of the following standards:

(i) *AS 4758.1 (level 150)*:

(ii) *ISO 12402-3 (Level 150)*:

(iii) *BS EN 396*:

(iv) *ANSI / UL 1123 Type I PFD Offshore Life Jacket (US standard);* or

(c) *NZS 5823:2005* for Type 402 inshore waters PFDs or 1 of the following standards:

(i) *AS 4758.1 (level 100)*:

(ii) *AS 1512 PFD Type I*:

(iii) *ISO 12402-4 (Level 100)*:

(iv) *BS EN 395*:

(v) *ANSI/UL 1123 Type II PFD.*

Mark of verification

(3) A lifejacket and PFD carried on a ship must bear a mark, provided by a verification organisation, verifying compliance with an applicable standard specified in subclause (2).

5.4 Surveyor and Director determinations, undertakings, and approvals

(1) For the purposes of rule 3H: C5.4, the surveyor may determine and approve the matters in subclauses (2), (4), (5), and (7).

Wearing of 53 Newton PFD in low-risk situations

(2) A surveyor may determine that a ship may carry a PFD, in place of a lifejacket or PFD that complies with clauses 5.2 and 5.3, if—

(a) the PFD complies with a standard specified in subclause (3); and

(b) the PFD has a minimum buoyancy of 53 Newtons; and

(c) the PFD is an appropriate size for the wearer; and

(d) the ship is operating within enclosed water limits, inshore limits, or inshore fishing limits; and

(e) the ship is on a voyage outside the hours of darkness or within the intertidal area; and

(f) the requirement that the PFD is worn at all times during the course of a voyage is a condition of the Certificate of Survey; and

[5] See rule 42A 19.2

(g) the surveyor is satisfied that no other factors indicate that the wearing of a 53 Newton PFD is not appropriate.

(3) For the purposes of subclause (2)(a), the standards are any of the following:

(a) *NZS 5823:2005* for Type 403 buoyancy vests:

(b) *AS 1499 PFD Type 2*:

(c) *AS 2260 PFD Type 3*:

(d) *ISO 12402-5*:

(e) *BS EN 393*:

(f) *ANSI / UL 1123 Type III PFD.*

Wearing of full body wetsuits

(4) A surveyor may determine that, instead of a lifejacket or PFD complying with clause 5.3, a full body wetsuit that, with a minimum buoyancy above the waist of 53 Newtons, may be used by a person on board if—

(a) the wetsuit complies with the Type 404 standard in *NZS 5823:2005*; and

(b) the ship is operating within enclosed water limits, inshore limits, or inshore fishing limits; and

(c) the ship is limited to voyages outside of the hours of darkness; and

(d) the requirement that the wetsuit be worn at all times during the course of a voyage is a condition of the Certificate of Survey; and

(e) the surveyor is satisfied that no other factors indicate that the wearing of a wetsuit instead of a lifejacket is not appropriate.

Personal buoyancy aids not required in some circumstances

(5) A surveyor may determine that the carriage of lifejackets or PFDs is not required for every person on board in the following circumstances:

(a) buoyant apparatus is available and would be at least as accessible and usable as lifejackets in an abandon-ship scenario:

(b) the ship operates in rivers or other similar restricted waterways, or operates so close to shore that grounding of the ship in a way that allows persons on board to disembark to land is the most likely scenario in an emergency:

(c) sufficient appropriate lifejackets or PFDs are available for the crew, the master, and any vulnerable persons likely to be on board:

(d) in the waters in which the ship is operating, the mean monthly water temperature is not less than 15 degrees Celsius.

(6) For the purposes of subclause (5)(a), a buoyant apparatus—

(a) must be constructed of inherently buoyant material; and

(b) must not be capable of sustaining burning or continuing melting after being totally enveloped in a fire for a period of 2 seconds; and

(c) must 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 6 metres, whichever is the greater, without impairing either its operating capability or that of its attached components; and

(d) must be fitted with grablines that are—

(i) not less than 7 millimetres in diameter; and

(ii) secured to the apparatus at centres not more than 460 millimetres and not less than 300 millimetres apart; and

(iii) interlaced to prevent movement and form loops when wet of not more than 200 millimetres and not less than 150 millimetres; and

(iv) secured by fastenings strong enough to permit the apparatus to be lifted by those grablines; and

(e) must be marked, in capital letters, with—

(i) the name, the MNZ number, and port of registry of the ship on which it is carried; and

(ii) the number of persons it is designed to support.

Stowage of lifejackets and PFDs

(7) Lifejackets and PFDs must be—

(a) stowed in locations, approved by a surveyor, that are clearly and permanently marked; and

(b) readily accessible to persons on board in an emergency, having due regard to accessibility in the event of flooding, capsize, or other abandon-ship situations.

Lifejackets and PFDs previously approved

(8) A lifejacket or PFD that, before the commencement date was approved for use on a ship, whether or not it was required to be carried, may be carried on a ship for the use of persons on board if—

(a) it is a Type 401 lifejacket or a Type 402 PFD that complies with *NZS 5823:2001*; or

(b) the Director is satisfied that it substantially complies with the standard in paragraph (a); and

(i) it does not contain kapok filling or have cotton straps; and

(ii) it remains fit for purpose to the satisfaction of the surveyor.

5.5 Servicing of inflatable lifejackets

(1) For the purposes of rule 3H: B1.2(1), an inflatable lifejacket must be serviced at an approved servicing station by a competent person.

(2) If the approved servicing station services only lifejackets, the servicing of the lifejacket is not required to comply with 1.1 of *IMO Resolution A.761(18),* apart from the requirement to be serviced in an enclosed space.

Section 6 Line-throwing appliances

6.1 Application of requirements for line-throwing appliances

This Section specifies requirements for the minimum number of line-throwing appliances carried on a ship, and their design, for the purposes of rule 3H: C6.2.

6.2 Number and type of line-throwing appliances

A ship of 35 metres or more in LOA that proceeds beyond inshore limits or inshore fishing limits must carry a line-throwing appliance that complies with the requirements of Chapter VII, Section 6.1 of the *LSA Code* and Table 6.1, with the following modifications:

(a) if the line-throwing appliance only has 1 projectile and 1 line, then 4 such appliances (rocket and line assemblies) must be carried on board a ship operating beyond coastal limits:

(b) only 1 appliance with 1 projectile and 1 line (rocket and line assemblies) must be carried on board a ship operating within coastal limits.

Table 6.1 Minimum requirements for line-throwing appliances

Appliances and related standards	Enclosed water limits		Inshore and Inshore fishing limits		Coastal limits	Offshore limits	Unlimited area
	Inland waters	Enclosed water limits	Inshore limits (a)	Inshore limits (b) and inshore fishing limits			
Line-throwing appliance	N/A				Requirements in 6.2		

Section 7 Liferafts

7.1 Application of requirements for liferafts

This Section specifies requirements for the minimum number of liferafts carried on a ship, and their type, capacity, and design, for the purposes of rule 3H: C7.2.

7.2 Number, type, and capacity of liferafts

(1) Unless clause 7.5 applies, a ship must carry liferafts and comply with the following requirements for the operating areas specified in Table 7.1:

(a) the number of liferafts required and their combined capacity must be sufficient to collectively cater for at least 100 percent of persons on board[6], and capacity and arrangements must be able to cater for 100 percent of persons whether deployment is limited to either port or starboard sides:

(b) in order to meet the capacity requirements of paragraph (a), centrally positioned liferafts, or liferafts intended for side-to-side transfer, must meet the capacity requirements for both the port and starboard sides if ship design and crewing enables their easy transfer to both port and starboard:

(c) a ship that is of 24 metres or more in LLL that is carrying a rescue boat and operating beyond coastal limits must carry sufficient liferafts that it would still comply with capacity requirements under clause 7.2 if any 1 liferaft is lost or rendered unserviceable.

(2) Clause 7.2 is subject to clause 7.5.

Table 7.1 Minimum requirements for number, type, and design of liferafts and emergency equipment pack

Appliances and related standards	Enclosed water limits		Inshore and Inshore fishing limits		Coastal limits	Offshore limits	Unlimited area
	Inland waters	Enclosed water limits	Inshore limits (a)	Inshore limits (b)and inshore fishing limits			
Liferafts	7.2 unless 7.5 applies		7.2 unless 7.5 applies	7.2 unless required by 7.5	Requirements in 7.2	Requirements in 7.2,7.4	Requirements in 7.2,7.4
Emergency equipment pack	7.4(4)		7.4(4)	7.4(2)	7.4(2)	7.4(1)	7.4(1)
Standard	7.3(2) or (3)		7.3(2)	7.3(2)	7.3(2)	7.3(1)	7.3(1)

[6] If no liferafts can be transferred between port and starboard the total capacity will need to be 200% (100% capacity of persons on board on port and 100% on starboard).

7.3 Design standards for liferafts and stowage

Requirement for LSA Code standard liferaft

(1) A liferaft carried on a ship that is operating beyond coastal limits or that has a maximum capacity of more than 12 persons must—

(a) be of a highly visible colour and fitted with retro-reflective material on all parts where this will assist detection at sea; and

(b) comply with the following requirements of the *LSA Code:*

(i) in respect of construction, minimum carrying and mass, fittings and davit-launching arrangements (where they are used), the requirements of Chapter IV (survival craft), Section 4.1.1 to 4.1.4 of the *LSA Code*:

(ii) for an inflatable liferaft, the additional requirements of Chapter IV, Section 4.2 of the *LSA Code:*

(iii) for a rigid liferaft, the additional requirements of Chapter IV, Section 4.3 of the *LSA Code*.

(2) A liferaft carried on a ship that is operating within enclosed water limits, inshore limits, inshore fishing, or coastal limits and that has a maximum capacity of 12 persons or less, must comply with—

(a) a standard specified in subclause (1)(b); or

(b) the requirements for a Group A liferaft specified in *ISO 9650-1.*

(3) A liferaft carried on a ship that is operating within enclosed water limits, inshore limits, inshore fishing limits, or coastal limits may be an open reversible liferaft that complies with the requirements specified in Annex 11 of the *HSC Code,* subject to subclause (4).

(4) A surveyor must be satisfied that the safety of crew and passengers would not be adversely affected by taking into account the following factors:

(a) sea state and likely weather conditions:

(b) proximity to and suitability of rescue facilities:

(c) whether the ship will operate during hours of darkness.

Mark of verification

(5) A liferaft carried on a ship must bear a mark, provided by a verification organisation, verifying compliance with an applicable standard specified in subclauses (1) to (3).

Stowage and float-free arrangements

(6) A liferaft must be stowed—

(a) with a painter of appropriate strength secured to the ship by means of hydrostatic release; and

(b) so that it floats free, and where it is an inflatable liferaft, inflates automatically in the event of the ship sinking; and

(c) in a way that a hydrostatic release unit—

(i) is used in the float-free arrangement; and

(ii) complies with the requirements of Chapter IV, Section 4.1.6.3 of the *LSA Code* except that subparagraph 6 of the Code need not be complied with if the unit indicates, in a way that cannot be removed, the date by which the unit is to be replaced.

7.4 Requirements for emergency equipment pack carried inside a liferaft

Ship operating within offshore limits and unlimited area

(1) A liferaft carried on a ship operating beyond coastal limits must contain an 'A' Pack that complies with Section 4.1.5.1 of the *LSA Code* (and the Pack must be marked accordingly).

Ship operating within inshore limits, inshore fishing limits, or coastal limits

(2) A liferaft carried on a ship operating within inshore limits, inshore fishing limits, or coastal limits must contain a 'B Pack' that complies with Section 4.1.5.1 of the *LSA Code* (and the Pack must be marked accordingly) with the following modifications:

(a) food rations, tin opener, scissors, fishing tackle, water rations, and drinking vessels are not required:

(b) the visual signals required are 2 red parachute flares, 3 hand flares and 1 buoyant smoke signal that comply with the applicable standards in clause 2.3.

Ship operating within enclosed water limits or inshore limits (a)

(3) A liferaft on a ship that is operating within enclosed water limits or inshore limits (a) must contain a 'C Pack' that complies with Section 4.1.5.1 of the *LSA Code* (and the Pack must be marked accordingly) with the following modifications:

(a) a first aid kit, a radar reflector, a signalling mirror, food rations, tin openers, scissors, fishing tackle, water rations, drinking vessels, and thermal protective aids, are not required:

(b) 1 sea-anchor is required, instead of 2 sea-anchors:

(c) the visual signals required are 3 red hand flares that comply with clause 2.3.

7.5 Surveyor determinations, undertakings, and approvals

(1) For the purposes of rule 3H: C7.2, and clause 7.3, a surveyor may determine and approve the matters in subclauses (2) to (9).

(2) A surveyor may determine that liferafts may be stowed inboard, where it is not practicable to stow a liferaft outboard at the ship's side, due to reduced freeboard, restricted deck space, or vulnerability to heavy weather damage, upon the condition that—

(a) stowage of the liferaft continues to comply with the requirements of clause 7.3(6); and

(b) for ships of less than 12 metres in LOA operating within enclosed water limits, inshore limits, or inshore fishing limits, stowage is in a location that is readily accessible with dedicated weathertight lockers above the weathertight deck, where applicable; and

(c) 1 person, with a minimum of physical effort, can launch the liferaft.

Auxiliary craft utilised within enclosed water limits, inshore limits, or inshore fishing limits

(3) The surveyor may determine that an auxiliary craft carried on board a ship, including a rescue boat (if required), may meet part of the required capacity in clause 7.2 and if the ship operates within enclosed water limits, inshore limits, or inshore fishing limits and if—

(a) there is at least 1 liferaft on board the ship that caters for 100 percent of persons on board; and

(b) the auxiliary craft can be launched immediately; and

(c) the surveyor approves the auxiliary craft as an alternative to a liferaft; and

(d) the position of the auxiliary craft relative to a liferaft or liferafts maximises the ability to abandon ship from either port or starboard sides; and

(e) the auxiliary craft is of a highly visible colour and fitted with retro-reflective material on all parts where this will assist detection at sea.

Ship operating within inshore limits (a)

(4) A ship operating within inshore limits (a) is not required to carry a liferaft if the surveyor is satisfied that none of the high risk factors specified in subclause (8) exist, or if there are high risk factors, a surveyor is satisfied that they can be mitigated by the possibility of immediate rescue of all persons on board by—

(a) the ship carrying a rescue boat that complies with Section 3 and is capable of being launched in a likely abandon-ship scenario; or

(b) other ships in the operator's fleet being, in the normal course of operation, in the near vicinity and capable of supporting a rescue; or

(c) a combination of the factors in paragraphs (a) and (b).

(5) A ship operating within inshore limits (a) is not required to carry a liferaft if the surveyor is satisfied that it complies with subclauses (9) or (10).

Ship operating within enclosed water limits

(6) A ship operating within enclosed water limits is not required to carry a liferaft if the surveyor is satisfied that none of the high risk factors specified in subclause (8) exist, or if there are high risk factors, a surveyor is satisfied that they can be mitigated by—

(a) the existence of effective means, through communication and navigation arrangements, and proximity to assistance, to provide for likely rescue of all persons on board within 30 minutes of an emergency or abandon-ship incident occurring or alarm being raised; or

(b) operation of the ship solely in rivers or other similar restricted waterways and a liferaft is not a practicable option.

(7) A ship operating within enclosed water limits is not required to carry a liferaft if a surveyor is satisfied that it complies with subclause (9) or (10).

High risk factors

(8) For the purposes of subclauses (4) and (6), high risk factors are any of the following:

(a) operation of the ship during the hours of darkness:

(b) operation of the ship south of 44 degrees south latitude:

(c) operation of the ship in the months during which the mean average water temperature is under 15 degrees centigrade:

(d) carriage on board of more than [38] persons[7].

Ships of 6 metres or less operating within strict geographic confines

(9) A surveyor may determine that a ship of 6 metres or less in LOA is not required to carry a liferaft if the ship—

(a) operates exclusively within enclosed water limits, inshore limits, or inshore fishing limits; and

(b) except for inland waters, operates no more than 2 nautical miles from the shore, launch spot, or parent ship or no more than 5 nautical miles from a named[8] safe haven[9]; and

(c) undertakes voyages outside the hours of darkness and returns to safety or port within the same day; and

[7] The proposal for 38 persons comes from an existing trigger of 36 passengers in 40A, plus an estimate of an additional crew to convert a *passenger* trigger to a persons trigger.

[8] Named on CoS , as happens now

[9] 2NM matches current restriction for some ships surveyed for restricted coastal and 6m fishing ships. 5NM matches restrictions for 40A dive boats with the addition that safe havens are named.

(d) has effective means, through communication and navigation arrangements, and proximity to assistance, to provide for likely rescue of all persons on board within 30 minutes of an emergency or abandon-ship incident occurring or alarm being raised; and

(e) is operating beyond inshore limits (a), and carries lifejackets of a minimum buoyancy of 100 Newtons—

(i) to be worn by every person on board at all times during the course of a voyage, as a condition of the Certificate of Survey; and

(ii) that complies with clause 5.3; and

(f) is operating within enclosed water limits or inshore limits (a) and carries a lifejacket or PFD, for every person on board that complies with the requirements in Section 5.

Ships of less than 12 metres with redundancy in communication technology

(10) A surveyor may determine that a ship of less than 12 metres in LOA is not required to carry a liferaft if the ship—

(a) operates exclusively within enclosed water limits, inshore limits, or inshore fishing limits; and

(b) carries fewer than 8 persons on board; and

(c) is surveyed for, or undertakes, voyages limited to outside the hours of darkness with return to safety or port within the same day; and

(d) has sufficient redundancy in communications equipment on board and external monitoring of operations in accordance with subclause (11) in addition to requirements in *Part 3G: Radio Communications t*o provide for likely rescue of all persons on board within 30 minutes of an emergency or abandon-ship incident occurring; and

(e) is operating beyond inshore limits (a) and carries lifejackets of a minimum buoyancy of 150 Newtons that—

(i) are worn by every person on board at all times during the course of a voyage, as condition of the Certificate of Survey; and

(ii) complies with clause 5.3; and

(f) is operating within enclosed water limits or inshore limits (a), and carries a lifejacket or PFD, for every person on board that complies with the requirements in Section 5.

(11) For the purpose of subclause (10)(d), sufficient redundancy means—

(a) 1 of the following kinds of communication technology:

(i) a tracking system that accurately monitors the ship's position in real time and enables a person to know to raise the alarm immediately when an automatic or manual system alerts them; or

(ii) an active AIS; and

(b) if there are 2 crew on board, 1 additional communication technology of a kind specified in subclause (13).

(12) If there is only 1 crew and the master on board, 2 additional communication technologies of a kind specified in subclause (13).

(13) For the purposes of subclauses (11)(b) and (12), the kinds of communication technologies are the following:

(a) a 406 MHz EPIRB:

(b) an active AIS:

(c) a satellite phone:

(d) an alarm button on a radio, capable of notifying persons who can respond:

(e) an alarm button on an AIS, capable of notifying persons who can respond:

(f) personal locator beacons worn at all times by every person on board, as a condition of the Certificate of Survey.

7.6 Servicing of liferafts and hydrostatic release units

For the purposes of rule 3H: C7.4, a liferaft and a hydrostatic release unit must be serviced by a competent person at an approved servicing station.

Section 8 General emergency alarm and public address system

8.1 Application of requirements for general emergency alarm systems and public address systems

This Section specifies requirements for the design of a general emergency alarm system and public address system for the purposes of rule 3H: C8.2.

8.2 General emergency alarm systems and public address systems

(1) A general emergency alarm system must—

(a) continue to function after it has been triggered until it is manually turned off or is interrupted by a message on a public address system; and

(b) produce the following pressure levels:

(i) in interior and exterior spaces, 80 dB (A) and at least 10 dB (A) above ambient noise levels existing during normal equipment operation when the ship is underway in moderate weather:

(ii) 75 dB (A) and at least 10 dB (A) above ambient noise levels at the sleeping position in cabins and in cabin bathrooms.

(2) An electrically operated system used to broadcast emergency signals, alarms, or messages to persons on board must be supplied by the emergency power in the event that ship's main supply fails.

8.3 Public address systems

(1) A public address system must be—

(a) a loudspeaker installation enabling the broadcast or messages into all spaces where crew members or passengers, or both, are normally present, and to muster stations; and

(b) capable of allowing for the broadcast of messages from the navigation bridge and such other places on board the ship as the surveyor considers necessary; and

(c) installed with regard to acoustically marginal conditions and not require any action from the addressee; and

(d) protected against unauthorised use.

(2) When a ship is underway in normal conditions, the minimum sound pressure levels for broadcasting emergency announcements must be—

(a) in interior spaces, 75 dB (A) and at least 20 dB (A) above the speech interference level; and

(b) in exterior spaces, 80 dB (A) and at least 15 dB (A) above the speech interference level.

8.4 Surveyor determinations, undertakings, and approvals

(1) For the purposes of rule 3H: C8.3, a ship of 24 metres or more in LLL is not required to have a general emergency alarm system if a surveyor determines that the ship's design and the number of persons on board means the ship's whistle or signal would effectively alert all persons on board in an emergency.

(2) For the purposes of rule 3H: C8.3, a ship of 24 metres or more in LLL that carries passengers is not required to have a public address system if a surveyor determines that rule 3H: C8.1(2) is complied with.

Note: A general emergency alarm system can also be used to sound the general emergency signal.

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

9.1 Application of requirements for survival clothing

This Section specifies requirements for the number, type, and design of survival clothing items for the purposes of rule 3H: C9.2.

9.2 Ship other than a sailing ship, proceeding south of 48 degrees south

A ship, other than a sailing ship, proceeding south of 48 degrees south latitude [10] must carry immersion suits or anti-exposure suits for each person assigned to crew the rescue boat that—

(a) are of an adequate size; and

(b) comply with the requirements of Chapter II, Section 2.3 of the *LSA Code* in respect of immersion suits or Section 2.4 in respect of anti-exposure suits.

9.3 Survival clothing on fishing and sailing ships

Fishing ships

(1) A fishing ship proceeding south of 60 degrees south latitude must carry immersion suits that—

(a) are of an adequate size for every person on board who may be required to enter the water to board any of the survival craft provided; and

(b) comply with the requirements of Chapter II, Section 2.3 of the *LSA Code* in respect of immersion suits.

Sailing ships

(2) A sailing ship operating beyond offshore limits and proceeding south of 48 degrees south latitude or north of 58 degrees north latitude must carry immersion suits for every person on board that—

(a) are of an adequate size; and

(b) comply with the requirements of Chapter II, Section 2.3 of the *LSA Code* in respect of immersion suits.

(3) A sailing ship that proceeds beyond coastal limits but not beyond the offshore limit south of 48 degrees south latitude must carry thermal protective aids—

(a) for every person on board; and

(b) that comply with the requirements of Chapter II, Section 2.5 of the *LSA Code* in respect of thermal protective aids.

9.4 Servicing of immersion suits and anti-exposure suits

For the purposes of rule 3H: C9.3, immersion suits and anti-exposure suits must be serviced in accordance with *MSC/Circular 1114* by a competent person at an approved servicing station.

Section 10 Marine evacuation systems

10.1 Application of requirements for marine evacuation systems

This Section specifies requirements for the type and design of a marine evacuation system, if installed on a ship, for the purposes of rule 3H: C10.1.

[10] e.g. south of Snares Islands / Tini Heke

10.2 Type and design standards for marine evacuation systems

A marine evacuation system must comply with the design requirements in—

(a) *SOLAS Chapter III, Regulation 15*; and

(b) Chapter IV, section 6.2 of the *LSA Code*.

10.3 Servicing of marine evacuation systems

A marine evacuation system must be serviced in accordance with section 6.2 of the *LSA* Code by a competent person at an approved servicing station.

Appendix

Codes of practice and official standards

HSC Code means the *International Code of Safety for High-Speed Craft*, 2000 adopted by the Maritime Safety Committee of the International Maritime Organisation by resolution MSC.97(73) (also known as the *2000 HSC Code*)

LSA Code means the *International Life-saving Appliance Code* adopted by the Maritime Safety Committee of the International Maritime Organisation 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):

AS means *Australian Standard*, in the following:

AS 4758.1 (level 100 and level 150)

AS 1512 PFD Type 1

AS 1499 PFD Type 2

AS 2260 PFD Type 3

AS 2092-2004

ANSI / UL means American National Standards Institute in the following:

ANSI/UL 1123 Type I PFD Offshore life Jacket (US standard)

ANSI/UL 1123 Type II PFD Near shore buoyant vest (US standard)

BS EN means joint *British and European Standard*, in the following:

BS EN 396

EU means *European Parliament* in the following:

CE: Directive 2013|29|EU

EU Marine Equipment Directive, Module B (MED B):

IMO means *International Maritime Organization* in the following:

IMO Resolution A.761

ISO means *International Organization for Standardization*, in the following:

ISO 9650-1

ISO 12402-3 (Level 150)

ISO 12402-4 (Level 100)

ISO 12402-5

MSC means Maritime Safety Committee in the following:

MSC.402 (96)

MSC/Circular 114

NZS means *New Zealand Standard*, in the following:

NZS 5823:2005 Specification for buoyancy aids and marine harnesses and lines entitled Recommendation on Conditions for the Approval of Servicing Stations for the Inflatable Liferafts

NZS 5823:2001 Specification for buoyancy aids and marine harnesses and lines;

SOLAS means *International Convention for the Safety of Life at Sea, 1974*