
PURSUANT TO Section 47 of the Maritime Transport Act 1994,

I, SHARYN FORSYTH, General Manager Maritime Standards, acting under delegated authority, being satisfied that —

(a) the granting of the exemption will not breach New Zealand’s obligations under any convention; and
(b) the action taken or provision made in respect of the matter to which the requirement relates is as effective or more effective than actual compliance with the requirement; and
(ba) the risk of harm to the marine environment will not be significantly increased by the granting of the exemption; and
(c) the risk to safety will not be significantly increased by the granting of the exemption,

HEREBY EXEMPT:

THE OWNER AND MASTER OF ANY NON-SOLAS PASSENGER SHIP LESS THAN 24M

FROM:

The requirements of Maritime Rules 40A.35(6)(a), 40A.35(6)(b), 40C.32(6)(a) and 40C.32(6)(b)

40A.35 Inlets, discharges and sea water piping

(6) Other than for bilge piping to which rule 40A.29(2)(a)(i), (ii) and (iii) applies, all pipes that carry seawater must be of marine quality metal, except that—

(a) in any ship of less than 24 metres in length overall that is constructed of non-metallic materials, non-metallic piping may be used; and
(b) suitable reinforced synthetic rubber piping may be used in short lengths for vibration damping.

40C.32 Inlets, discharges and sea water piping

(6) Other than bilge piping to which rule 40C.25(2)(a)(i) and (ii) applies, all pipes that carry seawater must be of marine quality metal, except that—

(a) in a ship of less than 24 metres in length overall that is constructed of nonmetallic materials, non-metallic piping may be used; and
(b) suitable reinforced synthetic rubber piping may be used in short lengths for vibration damping.

PROVIDED THAT:

1) The ship complies with all conditions imposed in a valid Certificate of Survey;
2) The ship complies with the applicable Maritime Transport Operator Plan (MTOP);
3) The material for non-metallic pipes carrying seawater must be corrosion-resistant;
4) The pipes described in Condition (3) are readily visible and located so as to prevent mechanical damage and contact with any hot surface; and
5) The pipes described in Condition (3) must have been tested and certified in accordance with requirements prescribed in Table 1 and Table 2 as applicable;
**Table 1**

<table>
<thead>
<tr>
<th>Location</th>
<th>Requirements for pipes made by plastic material</th>
</tr>
</thead>
<tbody>
<tr>
<td>Within machinery spaces (Category A)</td>
<td>Option 1</td>
</tr>
<tr>
<td></td>
<td>Option 2</td>
</tr>
<tr>
<td>Outside machinery spaces (Category A)</td>
<td>Option 1</td>
</tr>
<tr>
<td></td>
<td>Option 2</td>
</tr>
<tr>
<td></td>
<td>Option 3</td>
</tr>
</tbody>
</table>

**Table 2**

<table>
<thead>
<tr>
<th>Location</th>
<th>Requirements for pipes made by non-metallic material other than plastic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Within machinery spaces (Category A)</td>
<td>Option 1</td>
</tr>
<tr>
<td></td>
<td>Option 2</td>
</tr>
<tr>
<td>Outside machinery spaces (Category A)</td>
<td>Option 1</td>
</tr>
<tr>
<td></td>
<td>Option 2</td>
</tr>
</tbody>
</table>

6) The pipes described in Condition (3) must have been tested and certified by:
   - a member of the International Association of Classification Societies (IACS); or
   - an organisation recognised or accredited by the Joint Accreditation System of Australia and New Zealand (JAS-ANZ).
This exemption shall be valid until 7th December 2022, unless withdrawn earlier in writing by the Director.

SIGNED at Wellington on this 8th-day of December 2017.

Sharyn Forsyth,
General Manager Maritime Standards,
Maritime New Zealand,
Acting under Delegated Authority