Maritime Rules

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

Effective 21 September 2006
Disclaimer

This document is the current consolidated version of Maritime Rules Part 31B produced by Maritime New Zealand, and serves as a reference only. It has been compiled from the official rules that have been signed into law by the Minister of Transport. Copies of the official rule and amendments as signed by the Minister of Transport may be downloaded from the Maritime New Zealand website. [www.maritimenz.govt.nz](http://www.maritimenz.govt.nz)
History of Part 31B

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

Amendment 1
Part 32 – Certified Deckhand Amendment

Summary of amendments

31B.3 – amended subrule
31B.5, Table 1 – amended Table 1
31B.12, Table 4 – amended Table 4
Part 31B – Crewing and Watchkeeping. Offshore, Coastal and Restricted (Non-Fishing Vessels)

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Part objective

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

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

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

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

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

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

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

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

31B.1 Entry into force

(1) Except as provided in rules 31B.1(2) to (4), Part 31B comes into force on 1 February 2001.

(2) The requirements in rule 31B.8(4) for medical training come into force on 1 February 2002.

(3) The requirements in Tables 2 to 8 for vessels of less than six metres in length overall come into force on 1 February 2003.

(4) The requirement in Table 4 for the carriage of deckhands comes into force on 1 February 2003.

31B.2 Definitions

In Part 31B -

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

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

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

"Commercial ship" means a ship that is not -

(a) a pleasure craft; or

(b) solely powered manually; or

(c) solely powered by sail:

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

1 Guidance on this standard is provided in the Advisory Circular to Part 31B.
"Director" means the Director of Maritime Safety as defined in the Maritime Transport Act 1994:

"Enclosed area" means the area within -

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

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

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

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

"Inshore area" means within -

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

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

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

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

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

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

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

"Passenger" means any person carried on a vessel, other than -
(a) the master and members of the crew, and any other person employed or engaged in any capacity on board the vessel on the business of the vessel; or

(b) a person on board the vessel either in pursuance of an obligation laid upon the master to carry shipwrecked, distressed, or other persons, or by reason of any circumstance that neither the master nor the owner nor the charterer (if any) could have prevented or forestalled; or

(c) a child under the age of 1 year:

"Passenger vessel" means any commercial ship that carries -

(a) more than 12 passengers outside the restricted area; or

(b) any passengers within the restricted area:

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

(a) provided for transport or sport or recreation by or on behalf of any institution, hotel, motel, place of entertainment, or other establishment or business; or

(b) used on any voyage for pleasure if it is normally used as a fishing ship or for the carriage of passengers or cargo for hire or reward; or

(c) operated or provided by any club, incorporated society, trust, or business:

"Restricted area" means the inshore and enclosed areas:

"Ship" means every description of boat or craft used in navigation, whether or not it has any means of propulsion; and includes -

(a) a barge, lighter, or other like vessel; and

(b) a hovercraft or other thing deriving full or partial support in the atmosphere from the reaction of air against the surface of the water over which it operates; and

(c) a submarine or other submersible:

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

"Vessel" means ship.
31B.3 Abbreviations

In Part 31B -

"ADH" means Advanced Deck Hand:

"CDH" means Certificated Deckhand.

"CFG" means Master Foreign Going:

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

"ECE" means Endorsed Chief Engineer:

"ILM" means Inshore Launch Master:

"LLO" means Local Launch Operator:

"MEC 1" means Marine Engineer Class 1:

"MEC 2" means Marine Engineer Class 2:

"MEC 3" means Marine Engineer Class 3:

"MEC 4" means Marine Engineer Class 4:

"MEC 5" means Marine Engineer Class 5:

"MEC 6" means Marine Engineer Class 6:

"NZOM" means New Zealand Offshore Master:

"NZOW" means New Zealand Offshore Watchkeeper:

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

"IMFG" means First Mate Foreign Going.

31B.4 Application

(1) Part 31B applies to any New Zealand ship that is a passenger or a non-passenger vessel, -

(a) within the restricted area; and
(b) if the vessel is less than 45 metres in length, within the coastal and offshore areas.

(2) Part 31B does not apply to -

(a) any pleasure craft; or
(b) any hire or drive boat to which section 3 of Part 40A applies; or
(c) any bareboat charter sailing vessel; or
(d) any vessel under tow.

31B.5 Equivalent certificates

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

(a) the Director will accept another certificate of competency issued in New Zealand that is specified in Table 1 as being equivalent to that certificate, subject to any applicable conditions specified in Table 1; and

(b) the Director may accept as equivalent to that certificate another certificate of competency not referred to in Table 1, if the Director is satisfied that the requirements to obtain the certificate are not less than those required to obtain the certificate required by this Part.
<table>
<thead>
<tr>
<th>Certificate required</th>
<th>Certificates that are acceptable</th>
<th>Conditions under which equivalents are acceptable</th>
</tr>
</thead>
<tbody>
<tr>
<td>1MFG</td>
<td>CFG</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Class 1 Deck Officer</td>
<td></td>
</tr>
<tr>
<td>NZOM</td>
<td>1MFG or equivalent</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Class 2 Deck Officer</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Second Mate Foreign Going</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Master Deep Sea Fishing Vessel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Skipper Deep Sea Fishing Boat</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mate Deep Sea Fishing Vessel</td>
<td>Must have previously held NZOM or New Zealand Coastal Master</td>
</tr>
<tr>
<td></td>
<td>Mate Deep Sea Fishing Boat</td>
<td>Zealand Coastal Master</td>
</tr>
<tr>
<td></td>
<td>Master Home Trade</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Skipper Coastal Fishing Boat</td>
<td>Limited to within 100 miles of the coast</td>
</tr>
<tr>
<td></td>
<td>Master Small Home Trade Ship</td>
<td></td>
</tr>
<tr>
<td></td>
<td>New Zealand Coastal Master</td>
<td></td>
</tr>
<tr>
<td>NZOW</td>
<td>NZOM or equivalent</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Master River Ship</td>
<td></td>
</tr>
<tr>
<td>ILM</td>
<td>NZOW or equivalent</td>
<td>Must have a maritime engineering qualification issued by the Director, if no other engineer is carried</td>
</tr>
<tr>
<td></td>
<td>Master Restricted Limit Launch</td>
<td>Restricted to the limits specified for those certificates in the Shipping (Manning of Restricted- Limit Ships) Regulations 1986</td>
</tr>
<tr>
<td></td>
<td>Commercial Launch Master</td>
<td></td>
</tr>
<tr>
<td>LLO</td>
<td>ILM or equivalent</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Local Launchman's Licence</td>
<td>Limited as endorsed</td>
</tr>
<tr>
<td>CDH</td>
<td>ADH</td>
<td></td>
</tr>
<tr>
<td></td>
<td>LLO or equivalent</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Advanced Deck Hand Fishing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Endorsement</td>
<td></td>
</tr>
<tr>
<td></td>
<td>AB Certificate</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Integrated Rating</td>
<td></td>
</tr>
<tr>
<td>MEC 2</td>
<td>MEC1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>First Class Engineer</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Second Class Engineer</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MEC 2 ECE</td>
<td></td>
</tr>
<tr>
<td>MEC 4</td>
<td>MEC 2 or equivalent</td>
<td></td>
</tr>
<tr>
<td></td>
<td>First Class Coastal Motor</td>
<td></td>
</tr>
<tr>
<td></td>
<td>First Class Diesel Trawler</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Engineer</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Chief Tug Engineer</td>
<td>Limited to ship handling harbour tugs</td>
</tr>
<tr>
<td>MEC 5</td>
<td>MEC 3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MEC 4 or equivalent</td>
<td></td>
</tr>
<tr>
<td>Marine Engineer Watchkeeper</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Second Class Coastal Motor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engineer Local Ship</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engineer Local Motor Ship</td>
<td></td>
<td></td>
</tr>
<tr>
<td>River Engineer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MEC6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MEC 5 or equivalent</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Second Class Diesel Trawler Engineer</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Section 2 - Minimum safe crewing

31B.6 General requirements

(1) Except as provided in rules 31B.6(2) and (7), the owner and the master of a vessel must not operate that vessel unless there is on board the number of crew necessary to operate the vessel safely, taking into account the requirements of rule 31B.8, and at least the minimum number of crew including seafarers holding the qualifications required by -

(a) the applicable tables and flow-charts in rules 31B.9 to 31B.15 inclusive; or
(b) a Minimum Safe Crewing Document issued by the Director in accordance with rule 31B.7(3).

(2) The owner and the master of any vessel of the following classes must comply with rule 31B.6(1)(b):

(a) a passenger vessel operating in the offshore or coastal areas:
(b) a passenger vessel carrying 50 or more passengers in the inshore area:
(c) a passenger vessel carrying 100 or more passengers in the enclosed area:
(d) a high speed vessel:
(e) an offshore support vessel:
(f) a ship handling harbour tug:
(g) a pilot vessel.

(3) No person may act in a crew position listed in the Minimum Safe Crewing Document unless that person holds the qualification which that document requires for the crew position.

(4) The owner and the master of a vessel must monitor, on an on-going basis, the effectiveness of the crewing carried to meet rule 31B.6(1) in order to ensure compliance with rule 31B.8.

(5) Where the tables in rules 31B.9, 31B.10 and 31B.12 to 31B.15 require engineer qualifications, those qualifications must be for steam or motor as appropriate.

(6) Where the tables in rules 31B.9, 31B.10 and 31B.12 to 31B.15 allow the master, mate or other seafarer to perform the duties of the engineer, the vessel must
be fitted with means to allow the main engine to be controlled and monitored from the deck watchkeeping position.

(7) The owner and the master of an existing vessel in respect of which no current Minimum Safe Crewing Document is held may, despite rule 31B.6(1), operate that vessel until 1 February 2002, if they -

(a) comply with the requirements of the Shipping (Manning of Restricted-Limit Ships) Regulations 1986 that were applicable to that vessel on 31 January 2001; and

(b) carry on board the number of crew necessary to operate the vessel safely taking into account the requirements of rule 31B.8.

31B.7 Minimum safe crewing document requirements

(1) Where the owner of a vessel is required to comply with rule 31B.6(1)(b), the owner must prepare and submit to the Director a proposal for the minimum safe crewing level for the vessel in accordance with rule 31B.7(2) at the following times -

(a) on application for the Minimum Safe Crewing Document;

(b) before the document's validation or revalidation has expired:

(c) if the vessel undergoes a change in trading area, construction, machinery, equipment, operation, or maintenance, which may affect the minimum safe crewing level:

(d) if monitoring conducted in accordance with rule 31B.6(4) indicates that a change is necessary.

(2) In preparing a proposal for the minimum safe crewing level, the owner of the vessel must apply the requirements in rule 31B.8 and -

(a) make an assessment of the crew's tasks, duties and responsibilities that are necessary to operate the vessel safely, protect the marine environment, and deal with emergency situations; and

(b) make an assessment of the number and grades or capacities of the crew necessary to operate the vessel safely, protect the marine environment, and deal with emergency situations; and

(c) propose a minimum, safe crewing level based on the assessment of the numbers and grades or capacities of the vessel's crew, together with an explanation of how the vessel's proposed crew will deal with emergency situations including, where necessary, the evacuation of passengers; and

(d) ensure that the minimum safe crewing level will be adequate at all
times and in all respects, taking into account requirements for cargo
operations in port or at sea, and including meeting the requirements
of peak workload situations; and

(e) specify how the effectiveness of the proposed minimum safe crewing
level will be monitored; and

(f) specify what consultation on that proposed minimum safe crewing
level has taken place, and what the results of that consultation were.

(3) An applicant is entitled to a Minimum Safe Crewing Document in respect
of a vessel if -

(a) the applicant makes an application, including the proposal required
by rule 31B.7(1), for a Minimum Safe Crewing Document in
accordance with section 35 of the Maritime Transport Act 1994; and

(b) the Director is satisfied that the applicable requirements of this Part
and section 41 of the Maritime Transport Act 1994 have been met in
respect of that application.

(4) A Minimum Safe Crewing Document must specify the number of crew to be
carried on the vessel to which it relates and the qualifications that they must
hold depending on the different operating conditions for which the
document is issued.

(5) A Minimum Safe Crewing Document is valid -

(a) for up to 5 years; or

(b) until the vessel undergoes a change in trading area, construction,
machinery, equipment, operation or maintenance that may affect the
minimum safe crewing level; or

(c) until the monitoring of the minimum safe crewing level under rule
31B.6(4) indicates that a change is necessary, whichever is the lesser
period of time.

(6) Where the owner of a vessel is required to comply with rule 31B.6(1)(b), the
owner must ensure that the Minimum Safe Crewing Document is
displayed on the vessel at all times or, if that is not practicable, ensure that
the document is available to the crew of the vessel for inspection at any
reasonable time.
31B.8 Minimum safe crewing assessment

(1) The minimum crew required by rule 31B.6(1) must include sufficient crew to -

(a) maintain safe navigational, engineering and radio watches in accordance with the requirements of this Part and maintain general surveillance of the vessel; and

(b) moor and unmoor the vessel safely; and

(c) manage the safety functions of the vessel when employed in a stationary or near-stationary mode at sea; and

(d) perform operations, as appropriate, for the prevention of damage to the marine environment; and

(e) maintain the safety arrangements and the cleanliness of all accessible spaces to minimise the risk of fire; and

(f) provide for medical care on board the vessel; and

(g) ensure safe carriage of passengers and cargo during transit; and

(h) conduct all stages of the vessel’s operation safely; and

(i) inspect and maintain, as appropriate, the structural integrity of the vessel; and

(j) operate all watertight closing arrangements and maintain them in effective condition and also deploy a competent damage control party; and

(k) operate all on-board fire-fighting and emergency equipment and life-saving appliances, carry out such maintenance of this equipment as is necessary at sea, and muster and disembark all persons on board; and

(l) operate the main propulsion and auxiliary machinery and maintain them in a safe condition to enable the vessel to overcome the foreseeable perils of the voyage; and

(m) supply provisions for and prepare nutritious meals on board the vessel.

(2) In applying the requirements of rule 31B.8(1), the owner and the master must take into account the requirements of the Act and any maritime rules covering -

(a) watchkeeping;

(b) fitness for duty;

(c) safety management:
(d) certification and licensing of seafarers:

(e) training of seafarers:

(f) occupational health, including hygiene:

(g) crew accommodation.

(3) In applying the requirements of rule 31B.8(1), the owner and the master must take into account the following on board responsibilities:

(a) on-going training requirements for all crew including the operation and use of fire-fighting and emergency equipment, life-saving appliances, and watertight closing arrangements:

(b) specialised training requirements for particular types of vessels; and

(c) provision of proper food and drinking water:

(d) the need to undertake emergency duties and responsibilities:

(e) the need to provide training opportunities for entrant seafarers to allow them to gain the knowledge and experience needed.

(4) In applying the requirements of rule 31B.8(1)(f), the owner and the master of a vessel must ensure that a sufficient number of seafarers hold first aid or medical training certificates to meet the needs of any reasonably foreseeable medical emergency on board.
Section 3 - Passenger vessels

31B.9 Inshore area

(1) Except as provided by rule 31B.6(1)(b), passenger vessels operating within the inshore area must carry -

(a) seafarers holding the minimum required qualifications specified in Table 2 and in the accompanying flow-chart; and

(b) at least the minimum crew specified in Table 2.

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

(3) If the master of a vessel operating within any defined section of the coastal area not beyond the 12 mile territorial sea of New Zealand, which has been assigned to that vessel by a surveyor in accordance with Part 20, holds -

(a) an NZOW or an ILM, the master must ensure that the vessel remains within 30 miles of a safe haven that is specified in the vessel's Safe Ship Management Certificate or Safe Operating Plan; and

(b) an LLO, the master must ensure that the vessel remains within -

(i) an area of operation endorsed on the master's certificate; and

(ii) 15 miles of a safe haven nominated under rule 32.9(1)(g)(ii)(bb); and

(iii) 4 miles of the coast.
### Table 2

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

#### 31B.10 Enclosed area

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

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

(b) the minimum crew specified in Table 3.
Table 3

<table>
<thead>
<tr>
<th>Vessel length overall</th>
<th>Passenger on board</th>
<th>Minimum Required Qualifications</th>
<th>Minimum Crew</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 m or more</td>
<td>50 to 99</td>
<td>Master – ILM</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Less than 50</td>
<td>Engineer – in accordance with the flow chart and may be the master</td>
<td></td>
</tr>
<tr>
<td>Less than 20 m</td>
<td>50 to 99</td>
<td>Master – LLO endorsed for the area</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Less than 50</td>
<td>Engineer – in accordance with the flow chart and may be the master</td>
<td></td>
</tr>
</tbody>
</table>

31B.11 High speed vessels

(1) The owner and the master of a high speed vessel carrying passengers must ensure that the master and all navigation watchkeepers on the vessel hold a high speed vessel endorsement issued under Part 32.

(2) The owner and the master of a high speed vessel carrying passengers must ensure that all crew hold a type rating certificate issued under rule 31B.11(3) in respect of the vessel type used and the routes to be operated and that is appropriate to their duties.

(3) The owner may issue a type rating certificate, valid for a period of up to 2 years, if the applicant has satisfactorily completed a type rating training programme approved by the Director under rule 31B.11(4).

(4) The Director may approve a type rating training programme if -

(a) the type rating training programme nominates a Type Rating
Instructor who is responsible for the training programme, has experience in the operation of the vessel and of the intended route, and whom the Director considers acceptable for the purposes of providing instruction on the training programme; and

(b) the programme includes -

(i) a tour of the vessel by the Type Rating Instructor, paying particular attention to the systems appropriate to the intended duties of the trainee; and

(ii) on board training in all emergency duties intended to be allocated to the trainee; and

(iii) on board training in the vessel’s equipment appropriate to the intended duties of the trainee; and

(iv) a period of time for the trainee on the vessel while under the instruction of the Type Rating Instructor; and

(v) a period of time for the trainee on the vessel while under the supervision of the Type Rating Instructor.
Section 4 - Non-passenger vessels

31B.12 Offshore area

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

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

(b) the minimum crew specified in Table 4.

Table 4

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

31B.13 Coastal area

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

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

(b) the minimum crew specified in Table 5.
### Table 5

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

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#### 31B.14 Inshore area

(1) Except as provided by rule 31B.6(1)(b), non-passenger vessels operating within the inshore limits set out in Appendix 1 of Part 20 must carry at least -

(a) seafarers holding the minimum required qualifications specified in Table 6 and in the accompanying flow-chart; and

(b) the minimum crew specified in Table 6.

(2) If the master of a vessel operating within the inshore limits set out in Appendix 1 of Part 20 holds an LLO, the master must ensure that the vessel remains within the nominated parts of the inshore area endorsed on the master’s certificate.
Table 6

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

(3) Except as provided by rule 31B.6(1)(b), non-passenger vessels operating in any defined section of the coastal area not beyond the 12 mile territorial sea of New Zealand, which has been assigned to that vessel by a surveyor as an inshore limit in accordance with Part 20, must carry at least -

(a) seafarers holding the minimum required qualifications specified in Table 7 and in the accompanying flow-chart; and

(b) the minimum crew specified in Table 7.

(4) If the master of a vessel operating within any defined section of the coastal area not beyond the 12 mile territorial sea of New Zealand, which has been assigned to that vessel as an inshore limit by a surveyor in accordance with Part 20, holds -

(a) an NZOW or an ILM, the master must ensure that the vessel remains within 30 miles of a safe haven that is specified in the vessel's Safe Ship Management Certificate or Safe Operating Plan; and

(b) an LLO, the master must ensure that the vessel remains within -

(i) an area of operation endorsed on the master's certificate; and

(ii) 15 miles of a safe haven nominated under rule
32.9(1)(g)(ii)(bb); and

(iii) 4 miles of the coast.

Table 7

<table>
<thead>
<tr>
<th>Vessel overall length</th>
<th>Minimum Required Qualifications</th>
<th>Minimum crew</th>
</tr>
</thead>
</table>
| 24 m or more          | Master - NZOW with command endorsement  
                        | Mate - ILM  
                        | Engineer - in accordance with the flow chart and may be the mate  
                        | If operating within the Extended River Limits that were specified in the Shipping Restricted Limits Notice 1980: Master - CLM  
                        | Engineer - in accordance with the flow chart and may be the master  |
| 20 m or more but less than 24 m | Master - ILM Engineer - in accordance with the flow chart and may be the master  | 1 |
| 6 m or more but less than 20 m |                                 | 2 |
| Less than 6 m; or operating within a marine farm | Master - LLO or Industry specific training qualification issued under Part 35  | 1 |
31B.15 Enclosed area

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

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

(b) the minimum crew specified in Table 8.

Table 8

<table>
<thead>
<tr>
<th>Vessel length overall or type</th>
<th>Minimum Required Qualifications</th>
<th>Minimum crew</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 m or more</td>
<td>Master -ILM Engineer - in accordance with the flow chart</td>
<td>2</td>
</tr>
<tr>
<td>6 m or more and less than 20m</td>
<td>Master -LLO Engineer - in accordance with the flow chart and may be the master</td>
<td>1</td>
</tr>
<tr>
<td>Less than 6 m; or operating within a marine farm</td>
<td>Master -LLO or Industry specific training qualification issued under Part 35</td>
<td></td>
</tr>
</tbody>
</table>
Section 5 - Watchkeeping

31B.16 Fitness for duty

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

(2) The crew of a vessel must ensure, taking into account the requirement in rule 31B.17(2), that they are fit for duty at all times when keeping a watch.

31B.17 Fatigue

(1) When the owner and the master of a vessel establish and implement procedures for ensuring a seafarer's fitness for duty, they must take into account that –

(a) the level of alertness of a person keeping a navigational or engine-room watch may be affected by fatigue; and

(b) whenever alertness is affected by fatigue, performance can be impaired.

(2) A seafarer on a vessel, when considering his or her fitness for duty, must take into account –

(a) the signs, symptoms, and effects of fatigue; and

(b) that fatigue affects alertness; and

(c) that the performance of any person whose alertness is affected by fatigue can be impaired.

31B.18 Watchkeeping standards

(1) The owner and the master of a vessel must establish and implement watchkeeping procedures addressing –

(a) for navigational watchkeeping, –

(i) the composition of the watch:

(ii) the fitness for duty of watchkeepers:

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2 Guidance on the effects and the signs and symptoms of fatigue is provided in the Advisory Circular to Part 31B
3 Guidance on watchkeeping procedures is provided in the Advisory Circular to Part 31B
(iii) navigation planning and duties:
(iv) the use of navigational equipment:
(v) look-out duties:
(vi) the notification of the master of any change in weather conditions:
(vii) the protection of the marine environment:
(viii) navigation with pilot on board:
(ix) keeping an anchor watch:
(x) radio watchkeeping; and

(b) for engine-room watchkeeping —

(i) the composition of the watch:
(ii) taking over the watch:
(iii) performing the watch:
(iv) keeping the watch in restricted visibility:
(v) keeping the watch in congested waters:
(vi) keeping the watch at anchor.

(2) The crew of a vessel must comply with watchkeeping procedures established under rule 31B.18(1).