

Maritime Rules

Part 80: Marine Craft Involved in Adventure Tourism

MNZ Consolidation

2 August 2012

Maritime Rules

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Part objective

Part 80 incorporates in the maritime rules structure "codes of practice" relating to the design, construction, equipment, and operation of marine craft used in the adventure tourism industry. The body of Part 80 contains those maritime rules requiring compliance with the "codes of practice" which appear as appendices to Part 80.

Initially "codes of practice" for two marine craft types are prescribed, the first for "commercial jet boats operating on rivers" and the second for "the safety of commercial rafting". "Codes of practice" for other types of craft used in the adventure tourism industry may be added at a later date, as and when considered justified.

For the jet boats a maritime rule in Part 80 requires implementation of a safe operational plan as prescribed in Appendix 1. By virtue of the application rule in Part 21 these craft are therefore not required to be in a safe ship management system. Rafts being manually propelled are not commercial ships as defined in the Maritime Transport Act 1994 and therefore not subject to the safe ship management provisions of Part 21 of the maritime rules.

For commercial rafting Appendix 2 requires implementation of a safe operational plan and the company to be audited for compliance with that plan. It is intended that this be a common feature of any safety requirements that may be developed for other marine craft used in adventure tourism.

Authority for making Part 80 is found in section 36(c), (e), (f), (g), (k), (o), (p), (q), (t), and (v).

Maritime rules are subject to the Regulations (Disallowance) Act 1989. Under that Act, the rules are required to be tabled in the House of Representatives. The House of Representatives may, by resolution, disallow any rules. The Regulations Review Committee is the select committee responsible for considering rules under the Regulations (Disallowance) Act 1989.

Disclaimer:

This document is the current consolidated version of Maritime Rules Part 80 produced by Maritime New Zealand, and serves as a reference only. It has been compiled from the official rules that have been signed into law by the Minister of Transport. Copies of the official rule and amendments as signed by the Minister of Transport may be downloaded from the Maritime New Zealand website. www.maritimenz.govt.nz

History of Part 80

Part 80 first came into force on 20 August 1998 and now incorporates the following amendments:

Amendment	Effective date
Amendment 1	4 September 2008
Amendment 2	4 September 2008
Amendment 3	30 July 2009
Amendment 4	1 April 2011
Amendment 5	2 August 2012

Summary of amendments

Amendment 1

Maritime (Various Amendments) Rule 2008 (Part 20-91) Appendix 1 clause 2.2, Footnotes 6(a), 7 ; Appendix 2 clause 2.4(b)

Amendment 2

Maritime (Portable Fire Extinguisher) Amendment Rules Appendix 1 clause 3(e)

Amendment 3

Maritime (Various Amendments) Rules 2009, Parts 21-80 80.4(b), 80.7(b), Appendix 1 Annex 1, Appendix 2 Annex 3

Amendment 4

Part 81 : Commercial Rafting Operations Section 2 and Appendix 2

Amendment 5

Part 82: Commercial Jet Boat Operations – River Section 1 and Appendix 1

All signed rules can be found on our website:

<http://www.maritimenz.govt.nz/Rules/List-of-all-rules/Part80-maritime-rule.asp>

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General

80.1 Entry into force

- (1) Except as provided in rule 80.1(2) and (3), Part 80 shall come into force on the 28th day after the date of its notification in the *Gazette*.
- (2) Rules 80.6 and 80.9 shall come into force 6 months after the date of notification in the *Gazette* referred to in rule 80.1(1).
- (3) Clause 2.4(b) of Appendix 2 shall come into force 2 years after the date of notification in the *Gazette* referred to in rule 80.1(1).

80.2 Definitions

In Part 80:

authorised person means any person who holds a valid certificate of recognition issued under section 41 of the Maritime Transport Act 1994, as an authorised person for the purposes of Part 80; except for an authorised person acting for the purposes of Part 80 in respect of operations situated in the Queenstown district, in which case the certificate of recognition must authorise that person to act in that district:

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

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

Queenstown district means the district of Queenstown Lakes District Council as defined in accordance with the Local Government Act 1974:

Rules includes maritime rules and marine protection rules.

80.3 Authorised persons

- (1) Every person, other than an employee of the Authority, who inspects or audits an operation for the purposes of Part 80, must hold a valid certificate of recognition authorising the person to conduct those inspections or audits.
- (2) Every authorised person who, for the purposes of Part 80, inspects or audits an operation that is situated in the Queenstown district must be engaged, employed or contracted by the Queenstown Lakes District Council for that purpose.
- (3) If a person makes an application in accordance with section 35 of the Act for a certificate of recognition as an authorised person, and the Director is satisfied that the person has the appropriate technical qualifications and practical experience in the applicable operation necessary to undertake the inspections and audits to be authorised by the certificate, the Director must issue to that person a certificate of recognition in accordance with section 41 of the Act.
- (4) Every certificate of recognition issued must prescribe—
 - (a) the extent and nature of any inspection or audit that may be undertaken by the authorised person; and
 - (b) the type of ship and operation that the authorised person may inspect or audit; and
 - (c) the period of validity of the certificate, which in any case must not be more than five years from the date of issue; and
 - (d) whether the certificate of recognition is valid in respect of inspections and audits of operations within the Queenstown district or not; and
 - (e) any other conditions or requirements that the Director determines are appropriate to the recognition.

Section 1: Jet boats operating on rivers

(This appendix was revoked by Part 82: Commercial Jet Boat Operations – River. See rules 82.102 and 82.103 for transitional requirement for commercial jet boat operations and NZ drivers)

80.4 Definitions relating only to section 1 and appendix 1

In Section 1 and Appendix 1:

Certificate of compliance means the maritime document—

- (a) issued under Part V of the Maritime Transport Act 1994 in accordance with Appendix 1, 9.1(d); and
- (b) in the relevant form approved by the Director:

driver has the same meaning as the term **master** under section 2(1) of the Maritime Transport Act 1994:

existing boat means a boat which is not a new boat:

experienced driver means—

- (a) any person employed as a driver of a jet boat to which Section 1 of Part 80 applies at the time of entry into force of Part 80; and
- (b) any person who has the experience required by Appendix 1.7.2 of Part 80:

jet boat or **boat** means a ship with water-jet propulsion:

new boat means a boat, the construction or lay-up of which was started on or after the date of entry into force of Part 80:

owner means the person who is for the time being responsible for the management of the jet boat:

passenger means any person carried in a boat other than the driver:

planing speed means a speed of 35 kilometres per hour or more:

pleasure craft means a ship 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) a ship that is provided for transport or sport or recreation by or on behalf of any institution, hotel, motel, place of entertainment, or other establishment or business;
- (b) a ship that is used on any voyage for pleasure if it is normally used or intended to be normally used as a fishing ship or for the carriage of passengers or cargo for hire or reward;
- (c) a ship that is operated or provided by any club, incorporated society, trust, or business:

river means a body of fresh water continually flowing in a channel:

safe operational plan means the safe operational plan required to be prepared by rule 80.6 in accordance with Appendix 1, 8.4.

80.5 Application and compliance

Section 1 applies to any jet boat that is not a pleasure craft, that carries passengers at planing speeds on rivers.

80.6 Requirements for the safety of jet boats operating on rivers

- (1) The owner of any jet boat to which Section 1 applies must not allow that boat to be operated at planing speeds on rivers unless—
 - (a) the boat and its equipment comply with the requirements of Appendix 1; and

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- (b) a safe operational plan for that boat's operation has been approved by an authorised person in accordance with Appendix 1, 9.1; and*
 - (c) the boat undergoes the inspection by an authorised person required by Appendix 1, 9.2, at the time of the audit required by rule 80.6(1)(d); and*
 - (d) the boat owner's operation undergoes the audits by an authorised person required by Appendix 1, 9.2; and*
 - (e) the owner is in possession of a current certificate of compliance in respect of that boat.*
- (2) The owner and the driver of any jet boat to which Section 1 applies must ensure that the boat and its equipment are operated in accordance with—*
- (a) the requirements of Appendix 1; and*
 - (b) the safe operational plan.*
- (3) The owner of any jet boat to which Section 1 applies must ensure that any driver of the boat meets the applicable requirements of Appendix 1, 7.*
- (4) The driver of any jet boat to which Section 1 applies must comply with the applicable requirements of Appendix 1, 7.*

Section 2: Commercial rafting

Revoked by Part 81: Commercial Rafting Operations on 1 April 2011.

Appendix 1: Code of practice for the safety of jet boats operating on rivers

(This appendix was revoked by Part 82: Commercial Jet Boat Operations – River. See rules 82.102 and 82.103 for transitional requirements for commercial jet boat operations and NZ drivers)

1. Design and construction

1.1 General requirements

- (a) *The design of the hull structure and its construction must provide for the safe operation of the jet boat at planing speeds within a fast flowing river of varying shallow depth and inconsistent navigable pathway.*
- (b) *The design and construction of the boat, its machinery and outfit must take into account any extreme manoeuvres regularly undertaken during the boat's service.*

1.2 Freeboard

- (a) *The jet boat when in still water and loaded with fuel and weights representing a total number of persons carried (taken as 75 kg per person) must have a freeboard, measured down from the lowest point of the upper edge of the hull at which water can enter the boat, of not less than 300 mm.*

For the purpose of determining the freeboard, the total number of persons carried is to be taken as the driver plus the number of passengers for which there is seating. Bench seats are to be assumed to provide seating for the number of passengers obtained by dividing the lineal seat length in millimetres by 400, and rounding this to the nearest whole number.

- (b) *For new jet boats engaged in rides where spins, Hamilton turns and like manoeuvres are undertaken at speed, the boat must have a minimum freeboard of 450 mm, provided that the authorised person undertaking the inspection may allow a lesser freeboard which must not be less than 300 mm. These freeboards must be determined in the same manner as for 1.2(a). For any such boat consideration must be given to avoiding water in any quantity being taken over the transom.*

1.3 Construction

- (a) *A new jet boat's construction must be to standards appropriate to the materials of construction and its intended use, and be acceptable to the authorised person undertaking the inspection.*
- (b) *An existing boat will be considered satisfactory for the purposes of 9.1(d) if it is in a good state of repair and built to standards appropriate to the materials of construction and its intended use, and is considered fit for its intended purpose by the authorised person undertaking the inspection.*

1.4 Specific requirements

- (a) *A full engine cover must be fitted and be secured to the jet boat.*
- (b) *Provision must be made for adequate natural ventilation of the engine.*
- (c) *The engine cover and any insulation of the engine space must be of fire retardant material.*
- (d) *Seating must be—*
 - (i) *arranged so that persons are facing forward; and*
 - (ii) *securely fixed and have back rests; and*
 - (iii) *be so situated that the seated persons' upper thighs are below the level of the side deck or coaming of the boat; and*

- (iv) *well upholstered and constructed without any sharp edges which a passenger's body may come into contact with as the result of any motion or sudden stopping of the boat.*
- (e) *Adequate and appropriately sited handholds must be provided for all passengers.¹*
- (f) *The inside of the passenger compartment must be free of projections and sharp edges which a passenger's body may come into contact with as the result of any motion or sudden stopping of the boat. Where practicable, hard surfaces which may be subject to passenger body contact must be padded.*
- (g) *Windscreens (where fitted) must be securely fixed and must be of safety toughened glass or a plastic acceptable to the authorised person.*
- (h) *The boat must have a towing eye forward. This must be of adequate strength and so located that the boat can be towed upriver in normal river operating conditions.*

2. Machinery

2.1 General

- (a) *The jet unit and drive shaft of the jet boat must be compatible with the engine's torque and revolution limits.*
- (b) *Engines must be well secured to the engine beds. Where resilient mounts are fitted, the engine must be connected to the jet unit through a flexible coupling acceptable to the authorised person inspecting the boat, and flexibility is to be provided in all fuel, water and exhaust lines. Collision chocks or other means to stop the engine moving forward, in the event of a sudden stop, must be provided.*
- (c) *The engine must be fitted with a flywheel.*
- (d) *A flail guard must be fitted around any drive shaft universal coupling of more than 250 mm length. The flail guard must not prevent regular visual inspection and maintenance of the coupling.*
- (e) *Batteries must be of capacity not less than that recommended by the engine manufacturer, and located as close to the starter motor as practicable in a dry, well ventilated, position. A battery isolating switch, easily accessible by the driver, must be fitted. For metal boats this must be on the earth terminal.*

2.2 Petrol installation²

- (a) *Petrol tanks must be vented overboard.*
- (b) *Petrol tanks, carburettors, and their pipe connections must be drip proof and covered or otherwise protected where any fire hazard is likely to exist.*
- (c) *Petrol lines must be of a material –*
 - (i) *acceptable to the authorised person inspecting the boat; and*
 - (ii) *resistant to petrol.*
- (d) *The air intake of carburettors must be fitted with an air filter or a flame arrester which is acceptable to the authorised person inspecting the boat.*
- (e) *A petrol filter must be fitted and no petrol lines or filters etc. are to be fitted directly above exhaust systems.³*
- (f) *An on/off tap must be fitted between each petrol tank and filters.*
- (g) *The petrol feed line must be taken from the top of the fuel tank.*
- (h) *The petrol tank filling connection must be located such that when in use any spillage will not enter the boat.*
- (i) *Petrol tanks must be adequately secured and constructed of mild steel, stainless steel or aluminium alloy. Tanks must be tested to a pressure equivalent to, at least, a 2.4 metre head of water, to the satisfaction of the authorised person inspecting the tank.*

¹ It is recommended that passengers are also provided with a substantial fixed inclined footrest to brace themselves against sudden forward movements.

² Footnote deleted by Maritime (Various Amendments) 2008, on 4 September 2008

³ It is recommended that the petrol filter be provided with a glass bowl.

2.3 *Liquid petroleum gas (LPG) installation*

- (a) *The installation, operation, maintenance and fuelling of LPG systems where LPG is used either wholly or in part as a fuel for the engine must comply with the applicable requirements of NZS 5422: Code of Practice for the Use of LPG and CNG Fuels in Internal Combustion Engines Part 1:1987 LPG Fuel as may be amended by Standards New Zealand from time to time.*
- (b) *LPG containers must be adequately secured and protected from corrosion and direct sunlight.*
- (c) *LPG containers, fuel systems, vents and drains must be kept well clear of exhaust systems.*
- (d) *The LPG installation must be to the satisfaction of the authorised person defined in NZS 5422 Part 1:1987.*
- (e) *The LPG container must be approved by the Statutory Authority defined in NZS 5422 Part 1:1987.*

2.4 *Diesel installation*

- (a) *Diesel tanks must be adequately secured; and constructed of mild steel, stainless steel, aluminium alloy or fibre reinforced plastic.*
- (b) *Diesel tanks must be tested to a pressure equivalent to, at least, a 2.4 metre head of water, to the satisfaction of the authorised person inspecting the tank.*

2.5 *Steering gear*

- (a) *A jet boat must have a reliable, efficient and robust means of steering.*
- (b) *Where the actuating mechanism is of the wire and pulley type, all wires, their terminal connections and adjustment devices must be of adequate strength and securely locked where appropriate. Threaded fittings in particular must have effective locking devices. All pulleys must be of adequate diameter with ample depth of groove and all pulley assemblies must be securely attached to the boat.*
- (c) *The main cog of the steering gear, situated behind the steering wheel, must be guarded to ensure that the chain cannot move off the cog and nothing can be caught up in the cog.*
- (d) *Non-reinforced plastic or wood steering wheels must not be used.*

2.6 *Bilge pumping*

- (a) *A permanent bilge pump of at least 4400 litres/hour capacity must be fitted. If submerged electric pumps are fitted there must be two independently wired and switched pumps of at least 4400 litres/hour capacity each.⁴*
- (b) *A bailer must be provided on the boat.*

3. **Fire appliances**

- (a) *For petrol and LPG installations provision must be made to ventilate the engine space thoroughly before the engine is started. Drivers must check for the possibility of the build up of explosive gases in the engine space during pre-operational and operational checks.*
- (b) *For petrol and LPG machinery installations a fixed fire extinguishing system must be fitted to extinguish fires in the engine space without removing the cover. Where CO₂ is used as the extinguishing medium the system must be capable of discharging into the engine space 1 kilogram of CO₂ per 0.8 cubic metres of engine space. A minimum of 2 kilograms of CO₂ must be provided for the system. The means of operating the system must be readily accessible to the driver. For new boats other extinguishing mediums may be accepted by the authorised person inspecting the boat provided they are not halon based substances. Where existing boats are fitted with a BCF fixed*

⁴ It is recommended that one bilge pump be self activating with automatic visual means of indicating to the driver that it has been activated.

system the system must be capable of discharging into the engine space 1 kilogram of BCF per 1.6 cubic metres of engine space.

- (c) *In addition to any fixed system the boat must carry at least one CO₂ portable fire extinguisher of 2 kilogram minimum capacity or other portable fire extinguisher of type suitable for extinguishing oil fires of capacity acceptable to the authorised person.⁵*
- (d) *All portable fire extinguishers must be safely stowed away from the engine and fuel tanks, but handy and readily available to the driver.*
- (e) *Portable fire extinguishers must be manufactured and maintained in accordance with Rule 42B.57.*

4. Life-saving appliances⁶

Every person on board the jet boat must be provided with a lifejacket and this is to be worn at all times when the boat is on the water. Suitable children's lifejackets must be provided when children are carried. Lifejackets must comply with NZS 5823:1989, NZS 5823:2001 or NZS 5823:2005 as amended by Standards New Zealand from time to time, but are not required to meet the light retro-reflective tape requirement contained in that standard.⁷

5. Radio

- (a) *The driver of the jet boat must maintain radio contact with a shore base and with the drivers of the other jet boats to which Section 1 of Part 80 applies, which are operating on the same stretch of river.*
- (b) *Cell phone installations may be accepted in lieu of a radio, where the authorised person considers such installation to be appropriate for communication purposes.*

6. Miscellaneous equipment

The following equipment must be provided whenever the jet boat is on the water—

- (a) *two suitable paddles; and*
- (b) *a rope of at least 12 mm diameter permanently attached to a bow eye, which can be used to safely pull and secure the boat with its full complement of persons to the shore in the event of motor failure. The rope should be stowed so that it does not cause a hazard to passengers and cannot enter the water and foul the jet. It is recommended that this rope be 10 metres in length but in no case should it be less than 4 metres; and*
- (c) *a spare plug for any drain hole; and*
- (d) *an Order of St John regular First Aid Kit or Red Cross First Aid Kit, or their equivalent, in a waterproof container; and*
- (e) *at least three hand held flares or a mini flare pack of types acceptable to the Director.⁸*

7. Driver

7.1 Personal requirements

The driver of the jet boat must—

- (a) *be 18 years of age or more; and*

⁵ Dry powder extinguishers are not recommended for jet boats.

⁶ It is recommended that: a) lifejackets be of the "specialist lifejacket" type complying with section 408 of NZS 5823:1989; or NZS5823:2001 or section 406 of NZS 5823:2005; and b) a buoyant rescue quoit with 10 metres of line or a rafting throw bag is carried in boats where spins, Hamilton turns and like manoeuvres are undertaken at speed.

⁷ Footnote deleted by Maritime (Various Amendments) Rules 2008, on 4 September 2008.

⁸ It is recommended that the following equipment also be carried where the nature of the voyage and operating river are appropriate: a) a waterproof torch in working order. b) a suitable grapnel and attached line. c) a knife. d) a rear vision mirror. e) for boats operating in wilderness areas: i) orange distress square; and/or ii) parachute distress flares of a type acceptable to the Director; iii) and waterproof matches.

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- (b) *be in possession of a medical certificate equivalent to that required for an applicant for a Passenger Vehicle Drivers Licence by the Transport (Drivers Licensing) Regulations 1987; and*
- (c) *hold a valid First-Aid Certificate issued by the St Johns Ambulance Association or such equivalent or better first aid qualification as may be acceptable to the Director.*

7.2 Experience

Any person driving a jet boat to which Section 1 of Part 80 applies must have not less than 50 hours experience as a jet boat driver, under the supervision of an experienced driver before driving solo with passengers. The 50 hours experience must include a period, acceptable to the authorised person, on the river on which that driver is to operate commercially.

8. Safe Operation

8.1 Navigation general

- (a) *Boats must only be operated in river and weather conditions that permit a boat to be operated safely. Rides are not to be undertaken in poor visibility.*
- (b) *Boats must keep to the right at all times.*
- (c) *Boats going up river must give way to those coming downstream.*

8.2 Navigation specific

The requirements in Part 80 are additional to and not in place of navigational limits or other operating requirements on a specific river included in any resource consent granted by a local authority under the Resource Management Act 1991.

8.3 Passenger safety

- (a) *Before departing on any ride the driver must brief passengers on the safety features of the boat and its equipment. Attention must be drawn to the fact that passengers are to remain seated and keep their arms inside the boat.*
- (b) *Where spins, Hamilton turns or other like manoeuvres are to be undertaken during the ride—*
 - (i) *passengers must be made aware of this before departure; and*
 - (ii) *adequate warning must be given to passengers before any such manoeuvre is made.*
- (c) *A safety briefing card must be on the boat and readily available to any passenger who may have difficulty in understanding a verbal briefing.⁹*
- (d) *The driver must not knowingly take any person on a jet boat ride who by reason of their state of intoxication or for any other reason will be put at risk, or represent a risk to other persons carried.*
- (e) *A jet boat must not be refuelled while passengers are on board.*

8.4 Safe operational plan

- (a) *The owner of any jet boat to which Section 1 of Part 80 applies is required to draw up a safe operational plan which is related to the specific operations of that owner's boat or boats.*
- (b) *The safe operational plan must include at least the following—*
 - (i) *a record of initial inspection of each boat and the report of the authorised person of initial inspection and any subsequent inspection; and*
 - (ii) *a planned maintenance schedule for each boat and motor with a record of the work undertaken; and*
 - (iii) *a record of the safety equipment required by Appendix 1 for each boat, its maintenance, testing and inspection; and*

⁹ It is recommended that the safety briefing card be in English, Japanese, Korean, Mandarin and German.

- (iv) *personal records of each driver employed, including a copy of their medical certificate and first aid certificate and their experience and employment record; and*
 - (v) *training procedures and training record for each driver employed; and*
 - (vi) *information on the area of operation and river conditions which limit operations; and*
 - (vii) *pre-operational and operational checks of the boat and its equipment; and*
 - (viii) *a requirement that if the grade of fuel is changed the engine(s) must be re-tuned and the performance of the boat checked under its normal operating conditions before passengers are carried; and*
 - (ix) *operational management procedures, including contact with shore and other boats and commercial operators on the river as necessary¹⁰; and*
 - (x) *details of*
 - (aa) *accident recording and reporting procedures complying with sections 30 and 31 the Act; and*
 - (bb) *accident investigation procedures; and*
 - (xi) *details of how the owner intends to inform and commit employees to meet their health and safety responsibilities under Part II of the Act and this Code; and*
 - (xii) *a requirement for the number of passengers carried on each trip to be recorded and be available at the base and on the boat.*
- (c) *The safe operational plan must be reviewed by the owner on a regular basis and following any accident. A written record must be made of each such review, which must include a summary of any conclusions drawn, and any actions taken, as a result of the review.*
- (d) *A safe operational plan must be made available:*
- (i) *to the authorised person for the purpose of the initial and periodic audits; and*
 - (ii) *at all reasonable times for inspection by an officer of the Maritime New Zealand.*

9. Inspection, audit and certification

9.1 Initial inspection and audit

- (a) *The owner of any jet boat to which Section 1 of Part 80 applies must submit a safe operational plan to an authorised person for approval and arrange with that authorised person for the boat to be inspected and for an initial audit of the owner's operation.*
- (b) *Inspection of each boat, its machinery, fittings and equipment, by the authorised person, must be sufficient for the authorised person to ascertain whether the boat, its machinery, fittings and equipment comply with the requirements of Appendix 1.*
- (c) *Audit of the owner's operation by the authorised person must be sufficient for the authorised person to ascertain whether the operation complies with the safe operational plan and the requirements of Appendix 1.*
- (d) *On completion of a satisfactory initial boat inspection and a satisfactory initial audit of the owner's operation, and where the safe operational plan complies with the requirements of Appendix 1.8.4, the authorised person must approve the safe operational plan and notify the Director accordingly.*
- (e) *On receipt of notification of approval of the safe operational plan by the authorised person and upon application by the owner, the Director may issue to the owner of the boat(s) to which clause 9.1(a) applies, a certificate of compliance in accordance with section 41 of the Maritime Transport Act 1994. That certificate of compliance is to be in the form shown in Annex 1 of Appendix 1.*
- (f) *Where on completion of an initial boat inspection and initial audit of the owner's operation the authorised person who undertook the inspection and audit is not*

¹⁰ For example operators should advise each other of changes in scheduled operation times and changes in river hazards.

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satisfied that the requirements of Appendix 1 have been met, the authorised person must notify the Director accordingly as soon as practical.

9.2 Periodic inspections and audits

- (a) The owner of any jet boat to which Section 1 of Part 80 applies must arrange for an audit of the boat owner's operation to be carried out by the authorised person annually. Such audit is to ascertain the maintenance of the safe operational plan and continuing compliance with that plan and the requirements of Appendix 1.*
- (b) The owner must ensure that at the annual audit any new or uninspected jet boat which has entered the owner's operation is inspected for compliance with the requirements of Appendix 1.*
- (c) On conclusion of the annual audit the authorised person must immediately advise the owner, in writing, of any non-compliance likely to compromise the safety of the operation. The owner must take immediate steps to rectify the non-compliance to the satisfaction of the authorised person.¹¹*

Annex 1: Certificate of compliance

Certificate of compliance for commercial jet boats operating on rivers

Revoked by Maritime (Various Amendments) 2009, Parts 21-80, on 30 July 2009

¹¹ Should the non-compliance not be rectified by the owner or there is undue delay by the owner in rectifying the non-compliance the Director may suspend or revoke the certificate of compliance in accordance with Part V of the Maritime Transport Act 1994.

Appendix 2: Code of practice for the safety of commercial rafting

Revoked by Part 81: Commercial Rafting Operations on 1 April 2011.

Annex 1: Classification of rapids

Revoked by Part 81: Commercial Rafting Operations on 1 April 2011.

Annex 2: First aid kit

Revoked by Part 81: Commercial Rafting Operations on 1 April 2011.

Annex 3: Certificate of compliance

Revoked by Maritime (Various Amendments) 2009, Parts 21-80, on 30 July 2009