

1965/79



THE SHIPS' COMPASSES REGULATIONS 1965

BERNARD FERGUSON, Governor-General

ORDER IN COUNCIL

At the Government House at Wellington this 26th day of May 1965

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to the Shipping and Seamen Act 1952, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

REGULATIONS

PART I—PRELIMINARY

1. (1) These regulations may be cited as the Ships' Compasses Regulations 1965.

(2) These regulations shall come into force on the date of their notification in the *Gazette*.

2. In these regulations, unless the context otherwise requires,—

“The Act” means the Shipping and Seamen Act 1952:

“Adjuster” means a Compass Adjuster licensed under these regulations:

“Compass certificate” means the Inspector's certificate prescribed in regulation 20 of these regulations:

“Compass declaration” means the declaration prescribed in regulation 17 of these regulations:

“Deviation table” means the deviation table prescribed in regulation 17 of these regulations:

“Efficient compass” means a magnetic compass for which a valid compass certificate has been issued:

“Inspector” means a Surveyor appointed under the authority of section 13 of the Act who holds a certificate as master of foreign-going ship and also a licence as an Adjuster:

“Licence” means a licence as an Adjuster granted under Part IV of these regulations; and includes a licence as an Adjuster granted under the corresponding provisions of any former regulations and continuing in force after the commencement of these regulations; and “licensee” has a corresponding meaning:

Expressions defined in the Act have the meanings so defined.

3. These regulations shall apply to—

- (a) Foreign-going ships in respect of which a certificate of survey issued under section 213 of the Act is for the time being in force:
- (b) Home-trade ships:
- (c) Restricted-limit ships:
- (d) Fishing boats.

4. The Minister may, if he thinks it justifiable in the circumstances, and on the recommendation of a Surveyor or Inspector, by notice in writing under his hand delivered to the master or owner of a wooden sailing ship free from magnetic substances near the compass, exempt that ship from all or any of the requirements of these regulations, and any such exemption may on a like recommendation and by a like notice be at any time modified or withdrawn.

PART II—COMPASSES REQUIRED

5. (1) Every foreign-going passenger ship shall be provided with three efficient magnetic compasses, which shall be sited on the ship's centre line. One of those compasses shall be provided for use as a steering compass and shall be sited at the normal steering position, and another shall be provided for use as a standard compass and shall be sited near to the normal steering position and in a position from which the view of the horizon is least obstructed. A third such compass shall be provided at the after steering position, and shall, together with its gimbal units, be interchangeable with the steering compass:

Provided that a magnetic steering compass shall not be required if—

- (a) The standard compass is equipped with a device by which it may be read from the normal steering position; and
- (b) The standard compass is interchangeable with the after steering compass; and
- (c) A card of a gyroscopic compass or of a repeater thereof can be read from the normal steering position.

(2) Every magnetic compass provided in such a ship shall be mounted on a binnacle:

Provided that the after steering compass may be mounted on a pedestal.

(3) The standard compass shall be furnished with appliances, such as azimuth mirror or azimuth circle or sight vane, for taking accurate observations and bearings of terrestrial and celestial objects and with proper means for making the necessary adjustments.

6. (1) Every foreign-going cargo ship shall be provided with two efficient magnetic compasses, which shall be sited on the ship's centre line. One of those compasses shall be provided for use as a steering compass and shall be sited at the normal steering position, and the other shall be provided for use as a standard compass and shall be sited near to the normal steering position and in a position from which the view of the horizon is least obstructed:

Provided that a magnetic steering compass shall not be required if—

- (a) The standard compass is equipped with a device by which it may be read from the normal steering position; and
- (b) A second compass, which is interchangeable with the standard compass, is fitted in the after steering position.

(2) Every magnetic compass provided in such a ship shall be mounted on a binnacle:

Provided that the after steering compass may be mounted on a pedestal, or other suitable means of support.

(3) The standard compass shall be furnished with appliances, such as azimuth mirror or azimuth circle or sight vane, for taking accurate observations and bearings of terrestrial and celestial objects and with proper means for making the necessary adjustments.

7. (1) Every home-trade passenger ship, except those ships mentioned in subclauses (1) and (2) of regulation 10 of these regulations, shall be provided with two efficient magnetic compasses sited on the ship's centre line, one of which shall be for use as a steering compass and shall be sited at the normal steering position, and the other of which shall be for use as a standard compass and shall be sited near to the normal steering position and in a position from which the view of the horizon is least obstructed.

Provided that a magnetic steering compass shall not be required if—

- (a) The standard compass is equipped with a device by which it may be read from the normal steering position; and
- (b) A second compass interchangeable with the standard compass is carried.

(2) Every magnetic compass provided in such a ship shall be mounted on a binnacle:

Provided that an after steering compass (if provided) may be mounted on a pedestal.

(3) The standard compass shall be furnished with appliances, such as azimuth mirror or azimuth circle or sight vane, for taking accurate observations and bearings of terrestrial and celestial objects and with proper means for making the necessary adjustments.

8. (1) Every home-trade cargo ship exceeding 120 ft register length, except those ships mentioned in subclauses (1) and (2) of regulation 10 of these regulations, every coastal fishing boat exceeding 120 ft register length, and every deep-sea fishing boat shall be provided with two efficient magnetic compasses sited on the ship's centre line, one of which shall be for use as a steering compass and shall be sited at the normal steering position, and the other of which shall be for use as a standard compass and shall be sited near to the normal steering position and in a position from which the view of the horizon is least obstructed:

Provided that a magnetic steering compass shall not be required if—

- (a) Either—
 - (i) The standard compass is equipped with a device by which it may be read from the normal steering position; or
 - (ii) A gyro-compass or a repeater from a gyro-compass is provided; and
- (b) A second compass interchangeable with the standard compass is carried.

(2) Every magnetic compass provided in such a ship shall be mounted on a binnacle or other suitable means of support.

(3) The standard compass shall be furnished with appliances, such as azimuth mirror or azimuth circle or sight vane, for taking accurate observations and bearings of terrestrial and celestial objects and with proper means for making the necessary adjustments.

9. (1) Every home-trade cargo ship not exceeding 120 ft register length, except those ships mentioned in subclauses (1) and (2) of regulation 10 of these regulations, and every coastal fishing boat exceeding 60 ft but not exceeding 120 ft register length, shall be provided with two efficient magnetic compasses, which shall be sited as near as possible to the ship's centre line, one of which shall be for use as a steering compass and shall be sited at the normal steering position, and the other of which shall be for use as a standard compass and shall be sited near to the normal steering position and in a position from which the view of the horizon is least obstructed:

Provided that—

- (a) A steering compass shall not be required if the standard compass is equipped with a device by which it may be read from the normal steering position:
 - (b) No compass other than the steering compass shall be required if bearings can be taken from the steering compass over an arc of the horizon from ahead to four points abaft the beam on both sides of the ship, or if the ship is fitted with an efficient pelorus suitably placed.
- (2) A compass may be accepted as a standard compass for the purposes of subclause (1) of this regulation if that compass is capable of being fitted in the binnacle provided for the standard compass or for the compass accepted as a standard compass.

(3) The standard compass shall be furnished with appliances, such as azimuth mirror or azimuth circle or sight vane, for taking accurate observations and bearings of terrestrial and celestial objects and with proper means for making the necessary adjustments.

10. (1) Every passenger ship or cargo ship which does not proceed beyond extended river limits only and every coastal fishing boat not exceeding 60 ft register length shall be provided with one efficient compass capable of being adjusted.

(2) Every passenger ship or cargo ship plying within river limits only or in lakes or rivers only, except those ships mentioned in subclause (1) of this regulation, shall be provided with an efficient compass if in the opinion of a Surveyor such a compass is necessary.

(3) The Minister may, by writing under his hand, exempt any ship authorised to ply within river or extended river limits only or in lakes and rivers only from all or any of the requirements of these regulations to which the ship would otherwise be subject.

(4) Any such exemption may at any time be withdrawn by writing under the hand of the Minister delivered to the owner or master of the ship.

PART III—ADJUSTMENT OF COMPASSES

11. Before a certificate of survey is issued in respect of a new ship, its compasses shall be examined and, if necessary, repaired, and at least two of them, or, as the case may be, its only compass, shall be adjusted by an Adjuster.

12. Before a ship, other than a new ship or a ship authorised to ply within river limits only or extended river limits only, proceeds to sea from any port, its compasses shall be examined and, if necessary, repaired, and at least two of them, or, as the case may be, its only compass, shall be adjusted by an Adjuster in any of the following cases:

- (a) If the ship has been laid up for three months:
- (b) If the ship has been laid up for annual survey:
- (c) If the ship has undergone repairs or alterations of such a nature as in the opinion of a Surveyor or Inspector to be likely to affect the accuracy of the compasses or any of them:
- (d) If the ship has not hitherto proceeded to sea from any port in New Zealand:
- (e) If the compasses of the ship are, in the opinion of a Surveyor or Inspector, unsatisfactory or unreliable.

13. In the case of a ship that has been laid up for annual survey, it shall be unnecessary to comply with regulation 12 of these regulations, if—

- (a) The ship has been swung and its compasses have been adjusted, if necessary, and the deviations determined by the master and recorded as required by these regulations, the whole of the said operations being carried out within 14 days before its arrival in the port and within such proximity to New Zealand that in the opinion of an Inspector the adjustment will remain stable; and
- (b) The master holds a certificate as master of foreign-going ship or has passed one of the examinations referred to in regulation 27 hereof; and
- (c) The compasses have been adjusted by an Adjuster within the immediately preceding four years.

14. The compasses of a ship plying within river limits only or in lakes or rivers only or extended river limits only shall be adjusted by an Adjuster within a reasonable time after notice in writing has been given by an Inspector to the owner or master of the ship that he considers an adjustment to be necessary.

15. Upon any occasion on which the compasses of a ship are required to be adjusted for the purposes of these regulations, the adjustment shall be carried out at sea or in harbour at the discretion of the master, but subject in either case to the approval of an Inspector of the place of adjustment.

16. The adjustment of compasses for the purposes of these regulations shall include the taking of terrestrial or celestial bearings or the use of a deflector approved by an Inspector.

17. An Adjuster or master carrying out any adjustment of compasses for the purposes of these regulations (including the adjustment described in regulation 13 of these regulations) shall, as soon as possible after completing the adjustment, prepare and sign in respect of all the ship's compasses two copies of a compass declaration and deviation table on form 1 in the Schedule to these regulations setting out the particulars specified in the form, and deliver these copies of the form to an Inspector:

Provided that, if the adjustment is carried out by an Adjuster and at a port where no Inspector is available, the Adjuster shall deliver one copy of the form containing the compass declaration and deviation table form to the master or owner or his agent and shall deliver the other copy to the local Surveyor:

Provided also that, if the adjustment is carried out by the master of the ship and at a port where an Inspector is not available or is carried out by the master at sea and the next port of call is a port where an

Inspector is not available, the master shall retain one copy of the form containing the compass declaration and deviation table form and deliver the other copy to the local Surveyor:

Provided further that in the case of an adjustment carried out by an Adjuster at a port where no Inspector is available, or where the adjustment is carried out by the master of the ship at a port where no Inspector is available or is carried out by the master at sea, the compass shall be deemed to be an efficient compass from the time of carrying out the above adjustment until such time as the master receives a compass certificate or is informed by the Secretary that a compass certificate is not being issued.

18. A Surveyor to whom is delivered any document pursuant to regulation 17 of these regulations shall, if the ship is proceeding to a port in New Zealand where an Inspector is stationed, forthwith forward the document to the Superintendent of Mercantile Marine at that port to enable any necessary inspection to be made, and shall in any other case forthwith forward the document to the Secretary.

19. Upon receipt by an Inspector of a compass declaration, the Inspector shall forthwith inspect the compasses to which the certificate relates and their adjustments and the appliances with which they are furnished, together with the compass-error register book and the deviation table, and shall, as far as practicable, verify the information supplied by the Adjuster.

20. If satisfied with his inspection, the Inspector shall sign and stamp the compass certificate in form 1 in the Schedule to these regulations, and deliver one copy of the form to the master of the ship and forward one copy to the Secretary, and if not so satisfied shall make to the Secretary such special report as in the opinion of the Inspector the case requires.

21. A compass certificate produced to him shall be sufficient authority for a Surveyor making a declaration of survey under section 199 of the Act to state, pursuant to subsection (7) of that section, that the compasses are in such condition as is required by the Act.

22. Except in special cases and with the written approval of an Inspector, a standard compass or compass accepted as a standard compass shall not be deemed to have been adjusted within the meaning of these regulations if after adjustment the deviation thereof exceeds 5 degrees on any direction of the ship's head.

23. The master of every ship to which these regulations apply shall, in respect of the standard compass or compass accepted as a standard compass, keep a compass-error register book substantially in form 2 in the Schedule to these regulations, and forthwith after any observations have been made by him or under his direction calculated to indicate errors of that compass shall have entered therein the particulars indicated in the said form and also from time to time particulars of the positions of the magnets and soft-iron correctors of the compass and a record of any changes in respect of the magnets and soft-iron correctors and the position thereof respectively made at any adjustment.

24. The master shall produce the compass-error register book to an Inspector after every adjustment or alteration of correctors made during the currency of the ship's certificate of survey, and shall also produce it to an Inspector whenever required by him to do so.

25. The master shall ensure that observations to indicate errors of the compass to which the compass-error register book relates shall be made as frequently as may be practicable and reasonably necessary.

PART IV—LICENSED ADJUSTERS

26. (1) Every person seeking a licence as an Adjuster shall make application in writing to the Secretary and produce the following:

- (a) A certificate of competency as required by regulation 27 of these regulations; and
 - (b) Satisfactory evidence of good conduct and character during the 12 months immediately preceding the date of application for the licence; and
 - (c) Proof of having assisted an Adjuster in the adjusting of the compasses of not fewer than six sea-going merchant ships. A maximum of three of the adjustments may be adjustments which the applicant has himself carried out as master. The deviation cards for the ships in which he has assisted at adjustments or has himself swung and adjusted, showing the position of the magnets and soft-iron correctors, shall be produced. Each card must be signed by the applicant and, if in an assisting capacity, countersigned and endorsed by the Adjuster to the effect that the applicant has so assisted.
- (2) The fee for the licence shall be £2, which shall be forwarded to the Secretary, together with the documents specified in subclause (1) of this regulation. If the application is refused, the fee shall be returned.

27. A licence shall not be granted to any person unless he is the holder of—

- (a) A certificate not lower than that of first mate of foreign-going ship recognised by the United Kingdom Ministry of Transport, or master of home-trade ship issued by the Marine Department on which is endorsed the passing of the voluntary examination in compass deviation specified in regulation 38 of the Masters and Mates (Foreign Going and Unrestricted Home Trade) Examination Regulations 1961;* or
- (b) A certificate of competency as an adjuster of ship's magnetic compasses issued by the United Kingdom Ministry of Transport; or
- (c) A certificate of competency as extra master; or
- (d) A certificate of competency as master of foreign-going ship on which is endorsed a pass in Part I of rule 11:08 of the Masters and Mates Examination Rules 1940†, Part I of regulation 124 of the Masters and Mates Examination Regulations 1952‡, or Part B of regulation 109 of the Masters and Mates (Foreign Going and Unrestricted Home Trade) Examination Regulations 1961,* relating to the examination for a certificate of competency as extra master.

28. A licence shall be in form 3 in the Schedule to these regulations.

29. Every person to whom a licence is granted shall produce it whenever required so to do by a Superintendent of Mercantile Marine, Inspector, or Surveyor, or by any master, owner, or agent proposing to employ that person in the adjustment of ship's compasses.

30. On surrender of any licence that has become mutilated or illegible or on proof of the loss or destruction of any licence and on payment (in either case) of a fee of 5s., the Secretary may issue to a licensee a licence

*S.R. 1961/41
 †S.R. 1940/259
 ‡S.R. 1952/147

enfaced with the words "Substituted for lost (*or* damaged, *or* destroyed) licence," and such a substituted licence shall be available and sufficient for all purposes to the same extent as the original licence.

31. The Minister may at any time, by notice in writing to a licensee, immediately suspend his licence, and while the notice remains in force the licence shall have no effect for the purposes of these regulations.

32. (1) The Minister may at any time, by notice in writing to a licensee, call on him to show cause why his licence should not be revoked for reasons to be stated in the notice.

(2) After a reasonable time has elapsed to enable the licensee to show cause and after considering any submissions or evidence offered by the licensee, the Minister may, by notice in writing to the licensee, revoke the licence, and the licensee shall forthwith surrender the licence to the Minister or such officer of the Marine Department as the Minister may specify.

33. If it appears to the Minister that at any port an Adjuster is not regularly available, the Minister may appoint any person whom he considers competent to discharge and exercise all the duties and functions of an Adjuster as may be specified in the warrant of appointment, and an adjustment carried out by that person within the restrictions, if any, so specified shall be deemed to have been carried out by an Adjuster, and that person shall, in respect of the adjustment, be subject to the obligations imposed on Adjusters by these regulations and be entitled to take the fees hereinafter prescribed.

34. For adjustment of the standard compass or compass accepted as a standard compass of any ship the Adjuster shall be entitled to take a fee according to the following table:

Table of Fees

Gross Tonnage	Fee
Not exceeding 2,000	£ 6 s. 6 d.
Exceeding 2,000 but not exceeding 4,000	8 8 0
Exceeding 4,000 but not exceeding 10,000	10 10 0
Exceeding 10,000	12 12 0
For adjustment of every additional compass adjusted on the same occasion, an additional fee of	2 2 0

35. The Minister may, on such conditions as he thinks fit, exempt any ship from any of the requirements of these regulations, if he is satisfied that compliance with that requirement is impracticable or unreasonable in the case of that ship.

PART V—REVOCATIONS

36. The following regulations are hereby revoked:

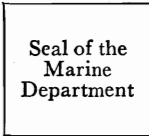
- (a) The Ships Compasses Regulations 1947:*
- (b) The Ships Compasses Regulations 1947, Amendment No. 1†:
- (c) The Ships Compasses Regulations 1947, Amendment No. 2‡.

*S.R. 1947/94
 †S.R. 1952/250
 ‡S.R. 1958/145

Reg. 20

SCHEDULE

Form 1



(The Ships' Compasses Regulations 1965)

COMPASS DECLARATION AND TABLE OF THE DEVIATIONS
OF THE COMPASS OF THE

Official No.....

Computed at 19.....

Issued under the direction of the Marine Department.

Ship's Head by Compass	Deviation	Ship's Head by Compass	Deviation	Ship's Head by Compass	Deviation	Ship's Head by Compass	Deviation
000		090		180		270	
010		100		190		280	
020		110		200		290	
030		120		210		300	
040		130		220		310	
050		140		230		320	
060		150		240		330	
070		160		250		340	
080		170		260		350	
090		180		270		360	

I [*Full name*], hereby declare that the compasses of the above-named ship have been satisfactorily adjusted, that the table of deviation is correct, and that the appliances for taking bearings and the general good order, condition, and position of the standard compass (or compass accepted as a standard compass) satisfactorily comply with the Ships' Compasses Regulations 1965* and rule 82 of the Shipping Construction Rules 1954.*

.....
Adjuster.

COMPASS CERTIFICATE

I [*Full name*], hereby certify that I have this day inspected the compass(es), the compass-error register book, the table of deviations (delete where necessary), and the adjustment of the standard compass (or the compass accepted as a standard compass) of the steel (wooden) ship ".....", Official No., and am of the opinion that the said compass(es) with the appliances for taking the bearings and the general good order, condition, and position of the said compass(es) satisfactorily comply with the Ships' Compasses Regulations 1965* and rule 82 of the Shipping Construction Rules 1954.*

Dated at, this day of 19.....

*Delete where necessary.

Signature:

Inspector.

(See back)

SCHEDULE—*continued*

Back of form 1

POSITION OF CORRECTORS

Heeling Error, Magnet. Red end $\left\{ \begin{array}{l} \text{Up.} \\ \text{Down.} \end{array} \right.$

Size and make of compass	.....	.....
Description of any iron which might affect the compass	.....	.....
Size of magnets and distance from centre of compass card	.....	.....
For and aft. Red end	$\left\{ \begin{array}{l} \text{For'd} \\ \text{Aft} \end{array} \right.$	.....
Athwart ship. Red end	$\left\{ \begin{array}{l} \text{Starb'd} \\ \text{Port} \end{array} \right.$	.....
Quadrantal correctors	$\left\{ \begin{array}{l} \text{Diameter} \\ \text{Distance} \end{array} \right.$	.....
Deviation corrected by Quadrantal correctors	.....	.....
Size of Flinders bar	.....	.....
Deviation corrected by Flinders bar	.....	.....
Readjustment made.		

.....
Adjuster.

NOTE FOR ADJUSTERS AND INSPECTORS OF SHIPS' COMPASSES

In order to achieve uniformity in compass adjusting, the following instructions should be observed:

- (1) In obtaining the distances from compasses at which correctors are placed, measurements shall be taken from the centre of the compass card.
- (2) The heeling error magnet shall be measured to its upper edge.
- (3) The Flinders Bar and the Quadrantal correctors shall be measured to their nearest edges.
- (4) The fore and aft and athwartship magnets shall be measured to their centres.
- (5) The positions of all correctors shall be defined in terms of inches and not in terms of notches or holes, as the two latter vary considerably in different types of compass stands.
- (6) Where holes are provided in compass stands for the insertion of fore and aft and athwartship magnets, care shall be exercised to see that magnets of the correct length are used, so that the centres of the magnets cannot be placed in improper positions.
- (7) The number, size, and positions of all correctors should be compared with those as given at the previous adjustment. If they are not as stated at the previous adjustment, this should be noted in the space "Readjustment made", the word "nil" should not be entered here unless the number, sizes, and positions of all correctors are identical with those at the previous adjustment.

SCHEDULE—continued

POSITION OF MAGNETS, ETC., FROM CENTRE OF COMPASS

—	Distance
Fore and aft magnets (Red)	_____
Athwartship magnets (Red)	_____
Heeling-error magnet (Red)	_____
Flinder's bar	_____
Globes or chain	_____

Changes made in compensation since previous adjustment:

Signed at, this day of, 19.....

.....
Licensed by the Marine Department of New Zealand.

Form 3

Reg. 28

LICENCE AS A COMPASS ADJUSTER

[Full name], of [Place of business], is hereby licensed as an Adjuster of Compasses pursuant to the Ships' Compasses Regulations 1965.

Dated at Wellington, this day of, 19.....

Signature:.....

Secretary for Marine.

NOTE—The holder of this licence must produce it whenever required so to do by a Superintendent of Mercantile Marine, Inspector, or Surveyor of Ships, or by any master, owner, or agent proposing to employ the holder.

T. J. SHERRARD,
Clerk of the Executive Council.

EXPLANATORY NOTE

This note is not part of the regulations, but is intended to indicate their general effect.

These regulations replace with some changes the Ships Compasses Regulations 1947 and their amendments. The principal changes are—

- (a) The number and type of compasses required for foreign-going passenger ships have been brought into line with the requirements of the Shipping Construction Rules 1954.
- (b) Provision is made allowing certain new types of compasses fitted in modern ships to be accepted.
- (c) The method of classifying home-trade cargo ships has been changed from a tonnage basis to one based on register length.
- (d) The forms to be used by Surveyors of Ships have been reduced in number and simplified.
- (e) Provision is made requiring fishing boats to carry compasses.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 27 May 1965.

These regulations are administered in the Marine Department.