

1968/73



THE SHIPPING MUSTERS RULES 1968

ARTHUR PORRITT, Governor-General

ORDER IN COUNCIL

At the Government House at Wellington this 6th day of May 1968

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 rules.

R U L E S

1. Title and commencement—(1) These rules may be cited as the Shipping Musters Rules 1968.

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

2. Interpretation—In these rules, unless the context otherwise requires, the expression “muster” includes a boat drill and a fire drill.

3. Application of rules—These rules apply to—

(a) New Zealand ships:

(b) Other ships while they are within any port in New Zealand:

Provided that these rules shall not apply to a ship by reason of her being within a port in New Zealand if she would not have been in any such port but for stress of weather or any other circumstance that neither the master nor the owner nor the charterer (if any) of the ship could have prevented or forestalled.

4. Classification of ships—For the purposes of these rules the ships to which these rules apply shall be arranged in the same classes in which ships are arranged for the purposes of the Shipping Lifesaving Appliances Rules 1968*, and any reference in these rules to a ship of any specified class shall be construed accordingly.

5. Muster list—(1) The master of every ship of any of the Classes I, II, II(A), III, VII, VII(A), VIII, and VIII(A) shall prepare a muster list showing in respect of each member of the crew the special duties which are allotted to him and the station to which he shall go in the event of an emergency, including duties and stations applicable for extinguishing fire.

(2) The muster list shall specify definite signals to be made on the whistle or siren for calling all the crew to their boat and fire stations in an emergency, and for indicating when the ship is to be abandoned. In ships of Classes I and II, in ships of Class II(A) of 70 ft in length or over, and in ships of Classes VII, VII(A), and VIII of 150 ft in length or over, such signals shall be supplemented by other means of warning which shall be electrically operated and shall be capable of being operated from the bridge.

(3) The muster list shall assign duties to the different members of the crew in connection with—

- (a) The closing of the watertight doors, valves, and closing mechanism of scuppers, ash chutes, and fire doors;
- (b) The equipping of the boats (including the portable radio apparatus) and other lifesaving appliances generally;
- (c) The launching of the boats and liferafts;
- (d) The general preparation of any other lifesaving appliances;
- (e) The muster of the passengers (if any); and
- (f) The extinction of fire, including particulars of the manning of fire parties and any special duties assigned in respect of the operation of fire-fighting equipment and installations.

(4) The duty of seeing that the boats and buoyant apparatus and other lifesaving apparatus are at all times ready for use shall be assigned by the muster list to one or more officers.

(5) The muster list shall assign to the members of the providore department their several duties in relation to the passengers at a time of emergency. These duties shall include—

- (a) Warning the passengers;
- (b) Seeing that they are suitably clad and have put on their lifejackets in a proper manner;
- (c) Assembling the passengers at muster stations;
- (d) Keeping order in the passages and on the stairways, and generally controlling the movements of the passengers; and
- (e) Seeing that a supply of blankets is taken to the lifeboats.

(6) The muster list shall be prepared, or, if a new list is not necessary, revised after the agreement with the crew has been signed and before the ship proceeds to sea, and shall be dated and signed by the master.

(7) If, after the muster list has been prepared, any change takes place in the crew which necessitates an alteration in the muster list, the master shall either revise the list or prepare a new list.

(8) Copies of the muster list shall be posted in several parts of the ship, and in particular in the crew's quarters, before the ship proceeds to sea, and shall be kept so posted while the ship is at sea.

6. Emergency signal for passengers—(1) Assembly stations for all passengers shall be appointed for the event of an emergency, and the position of those stations and the meaning of all signals affecting passengers shall be clearly stated in English and such other languages as are appropriate on cards posted in their cabins and in conspicuous places in other passenger quarters.

(2) The emergency signal for summoning passengers to the assembly stations shall be a succession of more than seven short blasts followed by one long blast on the whistle or siren.

7. Training—(1) In ships of Class I a muster of the crew shall be held before the ship leaves her final port of departure in New Zealand, and a muster of the passengers shall be held within 24 hours after leaving that port:

Provided that where the voyage between ports does not exceed seven days the muster of the crew shall be held not later than 24 hours after that departure.

(2) In ships of any of the Classes I, II, II(A), and III musters of the crew shall take place at intervals of not more than seven days, when practicable, to ensure that the crew understand and are drilled in the duties assigned to them for the event of an emergency.

(3) In ships of any of the Classes VII, VII(A), VIII, VIII(A), IX, and XII, and in ships of Class X or Class XI which proceed beyond home-trade limits, musters of the crew shall take place at intervals of not more than 14 days to ensure that the crew understand and are drilled in the duties assigned to them for the event of an emergency, and if more than 25 percent of the crew have been replaced at any port, one of such musters shall take place within 24 hours of leaving that port. In all other ships of Class X or Class XI, the master shall take steps to ensure that the crew understand the uses of the lifesaving equipment and fire appliances carried on board and know where they are kept.

(4) Different groups of boats shall be used in turn at successive boat drills. The drills and inspections shall be so arranged that the crew thoroughly understand and are practised in the duties they have to perform, and that all lifesaving appliances and fire appliances with the gear appertaining to them are always ready for immediate use.

8. Handling and operation of liferafts—The master shall take steps to ensure that the crew are properly trained and instructed in the handling and operation of the liferafts on board.

9. Entries to be made in log—The master shall record details of all musters in the official log as prescribed by section 207 (b) of the Shipping and Seamen Act 1952.

10. Revocation—The Shipping Musters Rules 1954* are hereby revoked.

P. J. BROOKS,
Clerk of the Executive Council.

EXPLANATORY NOTE

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

These rules arrange ships into classes, the classification being uniform with that in the Shipping Lifesaving Appliances Rules 1968. The rules provide for the assignment of the duties to be performed by members of the crew in case of emergency, for training in those duties, and for the emergency signal for passengers. The rules include such provisions as are necessary to implement the provisions of the International Convention for the Safety of Life at Sea 1960 relating to musters.

The principal changes in these rules are:

- (a) The emergency signal is changed from six to seven short blasts followed by one long.
- (b) The introduction of electrically operated signals in addition to signals on the whistle or siren for ships of Classes I and II, ships of Class II(A) of 70 ft in length or over, and ships of Class VII, VII(A), and VIII of 150 ft and over in length.
- (c) Crew to be properly instructed in handling and operation of liferafts.
- (d) Entries are to be made in the ship's log recording details of musters held.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 9 May 1968.

These rules are administered in the Marine Department.