



**THE SHIPPING (MANNING OF RESTRICTED-LIMIT SHIPS)
REGULATIONS 1980, AMENDMENT NO. 1**

DAVID BEATTIE, Governor-General

ORDER IN COUNCIL

At the Government Buildings at Wellington this 17th day
of January 1985

Present:

THE HON. G. W. R. PALMER PRESIDING IN COUNCIL

PURSUANT to sections 252A (3) and 504 of 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

1. Title and commencement—(1) These regulations may be cited as the Shipping (Manning of Restricted-Limit Ships) Regulations 1980, Amendment No. 1, and shall be read together with and deemed part of the Shipping (Manning of Restricted-Limit Ships) Regulations 1980* (hereinafter referred to as the principal regulations).

(2) These regulations shall come into force on the 14th day after the date of their notification in the *Gazette*.

1. New First Schedule substituted—The principal regulations are hereby amended by revoking the First Schedule, and substituting the First Schedule set out in the Schedule to these regulations.

Reg. 2

SCHEDULE

NEW FIRST SCHEDULE TO PRINCIPAL REGULATIONS

Reg. 4

"FIRST SCHEDULE

MANNING SCALES FOR RESTRICTED-LIMIT SHIPS

Part I: Grades of Certificate Required by Master and Engineer of Restricted-limit Ship

In this Schedule the power in kilowatts (kW) shall be,—

- (a) The power of the main propulsion machinery shown in the ship's certificate of registry; or
- (b) Where the ship is not registered, as declared by a Surveyor of Ships based on the maker's continuous rated brake or shaft power of all a ship's propulsion engines, irrespective of whether or not—
- (i) All such engines are normally used; or
 - (ii) Any part of the developed power is diverted from the propeller shafts; or
 - (iii) The ship normally runs at reduced power.

1. Ships operating in river limits or extended river limits—

Length of Ship	Grade of Certificate to be held by Master	Grade of Certificate to be held by Engineer	
		Motor Ship	Steamship
20 metres or under	Master of restricted-limit launch	ERLMS*	River engineer, or marine-engine driver
Over 20 metres	Master of river ship	For ships of less than 750 kW— ERLMS† For ships of 750 kW and over— ELMS†	3 Steam 3 Steam

2. Extreme-limit ships—

Length of Ship	Grade of Certificate to be held by		Grade of Certificate to be held by Engineer	
	Master	Mate	Motor Ship	Steamship
20 metres or under	Master of restricted-limit launch	Master of restricted-limit launch‡	For ships of less than 750 kW— ERLMS† For ships of 750 kW and over— ELMS†	3 steam 3 Steam
Over 20 metres	Master of small home-trade ship	Master of restricted-limit launch‡	ELMS and ERLMS‡	2 Steam and 3 Steam‡

NOTES

*If the master holds a certificate as master of a restricted-limit launch or an appropriately endorsed local launchman's licence and the ship is fitted with approved bridge control a separate engineer is not required.

†Where the master or other crew member holds the engineer's certificate and the ship is equipped with approved bridge control, a separate engineer is not required.

‡Not required if operating less than 100 miles between terminal ports.

ERLMS—Engineer of a restricted limit motor ship.

ELMS—Engineer of local motor ship.

2 Steam—Second-class steam engineer.

3 Steam—Third-class steam engineer.

SCHEDULE—*continued*

Part II: Minimum Total Complement (Including Master or Master and Engineer)

1. Ships (other than tugs) in river limits—

Numbers of passengers on board						Total
0-150	..	..	..	..	..	1
151-299	..	..	..	..	..	2
300 or more	..	..	..	..	..	3

2. Ships (other than tugs) in extended river limits—

Number of passengers on board						Total
0-50	..	..	..	..	..	1
51-149	..	..	..	..	..	2
150 or more	..	..	..	..	..	3

3. Ships (other than tugs) in extreme limits—

						Total
(a)	20 metres or under in length when carrying not more than 12 passengers	..	..	..	..	1
(b)	20 metres or under in length when carrying more than 12 passengers but not more than 50 passengers	..	..	..	..	2
(c)	20 metres or under in length when carrying more than 50 passengers	..	..	..	..	3
(d)	Over 20 metres in length	..	..	..	..	4

4. Tugs—

						Total
(a)	Within river limits or extended river limits	..	..	..	..	1
(b)	20 metres or under in length within extreme limits	..	..	..	..	3
(c)	Over 20 metres in length within extreme limits	4

P. G. MILLEN,
 Clerk of the Executive Council.

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EXPLANATORY NOTE

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

The principal effects of these regulations are:

- (a) To remove from the manning requirements for ships over 20 metres in length and operating in river limits or extended river limits the requirement that the engineer must hold a certificate as the engineer of a local motor ship, and substitute a requirement that the engineer must hold the lesser certificate of engineer of a restricted-limit motor ship where the ship is a motor ship of less than 750 kW. Where the master or a crew member holds the engineer's certificate and the ship has an approved bridge control, a separate engineer is not required, irrespective of the power of the ship:
- (b) The manning requirements for extreme-limit ships are altered—
- (i) By omitting the special provision for ships 20 metres or under engaged in deep-sea sports fishing. Such ships will now have to have a mate who holds a certificate as master of a restricted-limit launch when operating 100 miles or more between terminal points:
- (ii) By reducing the grade of certificate required for the master of any other ship 20 metres or under from master of river ship to master of restricted-limit launch:
- (iii) By varying the requirements for engineers of ships 20 metres or under engaged in deep-sea sports fishing so that in the case of motor ships of 750 kW and over the engineer must hold a certificate as engineer of local motor ship rather than as engineer of restricted-limit motor ship. Where the master or a crew member holds the engineer's certificate and the ship has an approved bridge control, a separate engineer is not required, irrespective of the power of the ship.
- In the case of a steamship of 20 metres or under engaged in deep-sea sports fishing the engineer must hold a certificate as third-class steam engineer rather than river engineer or marine-engine driver, irrespective of the power of the ship.
- The manning requirements for extreme-limit ships over 20 metres in length are not altered:
- (c) The minimum total complement requirements for restricted-limit ships are altered for ships 20 metres or under in length so that any such ship carrying not more than 12 passengers can have a complement of only one. At present, a ship 20 metres or under in length that is not engaged in deep-sea sports fishing is required to have a complement of at least two.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 22 January 1985.

These regulations are administered in the Ministry of Transport.