



**THE SHIPPING (AUTOMATIC PILOT AND TESTING OF
STEERING GEAR) REGULATIONS 1988**

PAUL REEVES, Governor-General

ORDER IN COUNCIL

At Wellington this 29th day of February 1988

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to sections 237, 504, and 504A 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 (Automatic Pilot and Testing of Steering Gear) Regulations 1988.

(2) These regulations shall come into force on the 1st day of May 1988.

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

“Appropriate authority” means a Harbour Board or other person or body empowered by law to make bylaws or other rules in relation to waters under the control of that Board or person or body:

“Automatic pilot” means a device for automatically operating the steering gear of a ship; but does not include any wind-operated

self-steering equipment connected to the tiller or rudder of any sailing craft:

“Officer of the watch” means the person in charge of a navigational watch:

“Qualified helmsman”, in relation to any ship, means a person who is recognised by the master of the ship as competent to steer the ship:

“Restricted visibility” means any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorm, sandstorm, or other similar cause:

“Safety Convention” means the International Convention for the Safety of Life at Sea, done at London on the 1st day of November 1974:

“Safety Convention ship” means a ship registered in or belonging to a country in respect of which the Safety Convention is in force, being a ship that is subject to the provisions of that Convention:

“Steering gear control system” means the equipment (including transmitters, receivers, and hydraulic control pumps, and their associated motors, motor controllers, pipes, and cables) by which orders are transmitted from the navigating bridge to the steering gear power unit:

“Steering gear power unit” means—

(a) In the case of electric steering gear, an electric motor and its associated electrical equipment:

(b) In the case of electro-hydraulic steering gear, an electric motor, its associated electrical equipment, and its connected pump:

(c) In the case of other hydraulic steering gear, a driving engine and its connected pump:

“Voyage of short duration” means any voyage that does not extend beyond coastal waters.

Expressions defined in the Shipping and Seamen Act 1952 have the meanings so defined.

3. Application—(1) Subject to subclause (2) of this regulation, these regulations apply to:

(a) New Zealand ships:

(b) Coastal ships:

(c) Safety Convention ships.

(2) Nothing in these regulations applies to any Safety Convention ship (other than a Safety Convention ship that is also a coastal ship) before the date on which the Safety Convention comes into force in respect of New Zealand.

4. Use of the automatic pilot—(1) The master of a ship that is fitted with an automatic pilot shall ensure that the automatic pilot is not used in areas of high traffic density, conditions of restricted visibility, or any other hazardous navigational situation, unless—

(a) It is possible to establish manual control of the ship’s steering immediately; and

(b) The officer of the watch has available without delay the services of a qualified helmsman who is ready at all times to take over control of the ship's steering.

(2) The master of the ship shall ensure that any changeover from automatic to manual steering, or from manual to automatic steering, is made by or under the supervision of the officer of the watch or another responsible officer.

(3) Where the automatic pilot is in use, the master shall ensure that the manual steering gear is tested—

(a) After any prolonged use of the automatic pilot; and

(b) Before entering any areas where navigation demands special caution.

(4) Nothing in this regulation authorises the use of an automatic pilot in contravention of any bylaw or rule made by an appropriate authority in relation to waters under the control of that authority.

5. Steering gear—(1) The owner of a ship shall provide simple operating instructions for the remote steering gear control systems and steering gear power units, including (where applicable) a block diagram showing the change-over procedures.

(2) The master of the ship shall ensure that the operating instructions are permanently displayed on the navigating bridge (where practicable) and in the steering gear compartment.

(3) The master of the ship shall ensure that any person concerned with the operation or maintenance of steering gear is familiar with the operation of the steering systems fitted on the ship and with the procedures for changing from one system to another.

6. Operation of steering gear where navigation demands special caution—In areas where navigation demands special caution, the master of a ship shall, where more than one steering gear power unit is available and the units are capable of simultaneous operation, ensure that the ship has more than one such unit in operation.

7. Steering gear testing and drills—(1) Except as provided in regulation 8 of these regulations, the master of a ship shall, within 12 hours before the departure of the ship on a voyage, cause the steering gear to be tested to ensure its satisfactory operation.

(2) The test procedure shall include, where applicable,—

(a) The testing of the operation of the following equipment and systems:

(i) The main steering gear:

(ii) The auxiliary steering gear:

(iii) The remote steering gear control systems:

(iv) The steering positions located on the navigating bridge:

(v) The emergency power supply:

(vi) The rudder angle indicators in relation to the actual position of the rudder:

(vii) The remote steering gear control system power failure alarms:

(viii) The steering gear power unit failure alarms:

(ix) The automatic isolating arrangements and other equipment required for steering gear; and

(b) The checking of the following matters:

(i) The full movement of the rudder according to the required capabilities of the steering gear:

(ii) A visual inspection of the steering gear and its connecting linkage:

(iii) The operation of the means of communication between the navigating bridge and the steering gear compartment.

(3) In addition to the tests prescribed in subclause (2) of this regulation, the master shall ensure that emergency steering gear drills take place at intervals of not more than 3 months.

(4) Any such drill shall practise emergency steering gear procedures, and shall include, where applicable,—

(a) Use of direct control from within the steering gear compartment; and

(b) The communications procedure with the navigating bridge; and

(c) The operation of alternative power supplies.

(5) In the case of a ship required to keep an official logbook, the master shall record in the logbook—

(a) The date, time, and place of the tests and checks specified in subclause (2) of this regulation; and

(b) The date and details of emergency drills carried out under subclause (3) of this regulation.

8. Tests and checks for ships regularly engaged on voyages of short duration—In the case of any ship regularly engaged on voyages of short duration, the tests prescribed in regulation 7 (2) of these regulations shall be carried out at intervals of not more than 7 days.

9. Offences and penalties—(1) Every master of a ship who contravenes or fails to comply with any provision of these regulations commits an offence and is liable on summary conviction to a fine not exceeding \$1,000.

(2) Every owner of a ship who contravenes or fails to comply with regulation 5 (1) of these regulations commits an offence and is liable on summary conviction to a fine not exceeding \$1,000.

MARIE SHROFF,
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, which come into force on 1 May 1988, implement provisions contained in Chapter V of the International Convention for the Safety of Life at Sea, 1974.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 4 March 1988.

These regulations are administered in the Ministry of Transport.