

(4.) Before any exemption is granted by the Minister, he may require application to be made by the owner of the ship, accompanied by adequate plans, diagrams, and such other information as may be relative to the circumstances of the case.

(5.) Any such exemption may be given subject to such conditions and for such period as are stated therein, or may be given for any one or more particular voyages named therein; and such exemption may at any time, by notice in writing to the master, owner, or agent of the owner, be revoked by the Minister.

3. WIRELESS-TELEGRAPH INSTALLATIONS.

(1.) Every ship to which these regulations apply shall be equipped with an installation, and shall maintain a wireless-telegraph service, as hereinafter provided.

(2.) The installation shall be of the spark or interrupted continuous wave type.

(3.) The installation shall, excepting as prescribed in clauses (6) and (7) of this regulation, comply with the requirements of the International Radio-Telegraph Convention, 1912, as modified by any other international agreement (and in particular the International Convention of Safety of Life at Sea, 1914), or of any international agreement by which the said Convention of 1912 may be superseded.

(4.) The installation shall include a normal installation together with an emergency installation, except that where the normal installation complies with the requirements of these regulations as to emergency installations as well as the requirements as to normal installations a normal installation alone shall suffice.

(5.) An installation shall be deemed to comply with the requirements of these regulations as to range if it is able to maintain at a wave length of six hundred metres across the sea between sunrise and sunset, at a range of one and a half times the number of nautical miles respectively prescribed by these regulations, communication with a shore radio station maintained by the New Zealand Government when employing a receiver without amplification devices.

(6.) In the case of ships of Class IV, notwithstanding the two preceding clauses hereof, the type of installation to be provided may be a home-trade major installation.

(7.) In the case of a ship of Class IV on which it is found impracticable or unnecessary to place a home-trade major installation, the Minister may, on application duly made and after he has been satisfied that the circumstances of the case warrant such sanction the use of a home-trade minor installation.

(8.) In the case of ships of Class IV fitted with other than a home-trade major installation or a home-trade minor installation, the type of installation to be provided may be modified to the extent that it shall at least satisfy the requirements of an emergency installation.

(9.) There shall be provided between the bridge or other place where the navigation of the ship is usually conducted and the wireless telegraph room efficient means of communication by voice-pipe, telephone, or other means approved by the Minister, and such means of communication shall for the purposes of these regulations be deemed to be a part of the installation.

(10.) In the event of an automatic apparatus as hereinbefore defined being approved, ships of Class III and Class IV shall, if the Minister so directs, be fitted with such automatic apparatus, unless the number of hours occupied on a voyage of the ship from one port of call to the next does not exceed eight hours.

4. SERVICE IN SHIPS OF CLASS I.

(1.) If not fitted with automatic apparatus, a ship of Class I shall carry operators in accordance with the following table, and while at sea an operator shall always be on watch:—

Nature of Voyage.	Number and Grade of Operators.
(a.) Voyage exceeding forty-eight hours from port to port	Three operators, of whom one shall hold a first-grade certificate, one a certificate not lower than second grade and one not lower than third grade.
(b.) Voyage exceeding eight hours but not exceeding forty-eight hours from port to port.	Two operators, of whom one shall hold a first- or a second-grade certificate.
(c.) Voyage not exceeding eight hours from port to port	One operator, who shall hold a first- or a second-grade certificate.