

Summary of changes to Safety Regulations for 2021 - 2024

This is an extensive summary of the changes to be made to the 2021-24 Yachting New Zealand Safety Regulations of Sailing (SRS)

Where possible it is highlighted what the change being made is from and to. In section discussing Part III – comparison of changes will need to be made from the 2017-2020 Safety Regulations (SRS) booklet or online version found here: <https://www.yachtingnz.org.nz/resources/yachting-new-zealand-safety-regulations-sailing-2017-2020>

Introduction

Pg. 6 Change from:

New Zealand-flagged ships departing New Zealand require an inspection certificate to complete New Zealand Customs documentation requirements prior to departure. For more information, please see Part III of these regulations.

To:

New Zealand-flagged ships departing New Zealand require a Yachting New Zealand category 1 Safety Certificate to complete New Zealand Customs documentation requirements prior to departure.

For more information, please see Part III of these regulations.

Part II Offshore & Coastal Racing & Cruising

3.0 SAFETY INSPECTORS

Change from:

Inspections undertaken by Yachting New Zealand Yacht Inspectors are not surveys of the general condition of the vessel. Inspections are made visually and are for the purpose of verifying whether a vessel, its equipment and crew are safe to undertake a voyage or enter races organised by Yachting New Zealand-affiliated clubs. The inspection certificate may not be used for any other purpose by any person.

NOTE: Inspectors may use their discretion as to the acceptability of items not listed.

Change to:

Inspections undertaken by Yachting New Zealand Yacht Inspectors are not surveys of the general condition of the vessel. Inspections undertaken by Yachting New Zealand Yacht Inspectors are made visually and are for the purpose of verifying whether a vessel, its equipment and crew are suitable to undertake the voyage.

The Safety Certificate may not be used for any other purpose by any person.

NOTE: Yacht Inspectors may use their discretion as to the acceptability of items not listed.

3.10

Change from:

Skippers of vessels over 20m and vessels that have been in MOSS (Maritime Operator Safety System) requiring a Category 1 certificate for customs clearance should contact a yacht safety inspector who must consult with Maritime New Zealand.

Change to:

Skippers of vessels that require a Category 1 certificate that:

- a) have been in MOSS (Maritime Operator Safety System) and/or
- b) are complex, and/or is of a size where certain International convention requirements may apply (generally >24m or >400GT) i.e. SOLAS, MARPOL, COLREG, MLC, etc.

are to consult with a Yacht Inspector prior to inspection there may be a requirement for Maritime NZ assistance with vessel inspection.

4.04 Category 3

Remove: *and not rounding major capes*

Reason: Alignment with the World Sailing definition.

13.0 FLOODING PREVENTION, HATCHES, WINDOWS, BILGE PUMPS, STORM COVERINGS

13.10 (M)

On all multihulls a readily usable safe method of entering and exiting from the inverted vessel must be provided to allow a fully clothed person to pass through this entry/exit which must be clear of the water at all times, upright or inverted. It is required that skylights and hatches must be fastened from below to allow exit in case of emergency. If this is not possible a cutting line shall be clearly marked - Escape Cut Here, and appropriate hull cutting tools kept secured nearby for instant use adjacent to the intended cutting site.

Add:

If hatches are used for this purpose, a storm board must be carried that can be used to rapidly over the hatch should it fail.

13.11 (K)

Change from:

Storm coverings are required for all windows more than 1852 cm² (2sqft) in area

Change to:

Storm coverings shall be fitted for all windows more than 1858 cm² in area

13.12 (M)

Change from:

Storm coverings for exposed windows more than 1852cm² (2sqft) in area shall be provided or it shall be demonstrated that the window material as installed will withstand severe blows and remain intact. In the case of curved glass windows, properly positioned and secured, very heavy covering material, may (as the only practical solution) be permitted as a substitute storm shutter.

Change to:

Storm coverings for exposed windows more than 1858cm² in area shall be fitted.

13.14

Change from:

At least two manually operated bilge shall be securely fitted to the yacht's structure, one operable above, the other below deck. Each pump shall be operable with all cockpit seats, hatches and companionways shut. Alternatively, one bilge pump may be of a portable nature provided that it can be adequately secured to the yacht's structure.

- a. One manual bilge pump operable with all cockpit seats, hatches and companionways closed.
- b. One manual bilge pump.

Add:

13.14 (M) Two manual Bilge Pumps, either fixed or portable.

Reason: Most multihulls only carry portable manual bilge pumps as the layout of the hulls and watertight tight compartments generally mean fixed bilge pumps are useless.

16.0 ACCOMMODATION

16.05 (M)

Permanently installed bunks shall be provided for a minimum of the nearest whole number greater than 2/3 of the crew. Each bunk shall be a minimum of 45cm x 1.8m and shall have a resilient mattress that dries easily. In every case there shall be a minimum of two bunks.

Remove:

The requirement for a mattress on bunks.

16.13

Remove: the requirement for a water tank for category 3, 4 & 5.

Reason: Race boats carried bottle water.

Changed to: At least one securely installed water tank.

17.0 SAFETY SYSTEMS AND EQUIPMENT

17.13 (C)

The Dan Buoy pole shall be either permanently extended or an approved folding or inflatable pole attached to the ring by a suitable floating line, the coloured flag must fly at least 2.5m (8 ft) off the water. MNZ round 76 cm (30 in) lifebuoys or horseshoe lifebuoys are acceptable.

Change to:

Flag height to be 2 metres in line with international regulations.

17.17

Lifelines – minimum diameter lifeline wire shall be:

Add X X for category 4 & 5

18.0 COMMUNICATIONS

18.02

Handheld VHF radio

Change to: all vessels required to have on board all categories.

18.03

Remove: Radio receiver capable of receiving weather bulletins

18.07

Change from: Flares must not be more than 3 years old as indicated by the expiry date...

Change to: Flares on the vessel must be within the expiry date at all times.

19.0 NAVIGATION

19.04 (d)

Add: (e) Echo (Depth) Sounder or lead line category for category 4 & 5

19.07 Navigation Lights

Add: and wired into the vessels electrical system.

Part III Pleasure yachts departing New Zealand for overseas

Change to:

Section 21 of the Maritime Transport Act 1994 (the MTA) requires masters of pleasure craft departing from any port in New Zealand for overseas to notify the Director of Maritime New Zealand (the Director, Maritime NZ) of their proposed voyage. The Director must be satisfied that the pleasure craft and its safety equipment and crew are adequate for the proposed voyage. A certificate of clearance from Customs is also a pre-requisite for departure under section 21.

The Director has delegated this statutory power to Yachting New Zealand. Sub-delegation from Yachting New Zealand to Yacht Inspectors mean that the Yacht Inspectors carry out these inspections to Category 1 standards.

REQUIREMENTS BEFORE DEPARTING NEW ZEALAND FOR ANY PLACE OUTSIDE NEW ZEALAND

(1) All vessels must hold a registration under a flag state. New Zealand ships register with the Registrar of Ships Maritime New Zealand

(2) Yachting New Zealand Safety Inspection certificate and the Maritime New Zealand 12409 certificate.

(3) Notify the Director of Maritime New Zealand by completing an intention to depart notification form

(4) Completed New Zealand Customs requirements. Refer to the New Zealand Customs website. www.customs.govt.nz

1.0 SHIP REGISTRATION

All vessels travelling internationally must be registered in a flag state such as with the Registrar of Ships, Maritime New Zealand www.maritimenz.govt.nz

Please note: Registration as a New Zealand ship is not the same as a Yachting New Zealand registration which is required for all vessels wishing to race in New Zealand. For more information contact Yachting New Zealand or see www.yachtingnz.org.nz

Registration as a New Zealand ship can be done either under Part A or Part B.

Both provide a ship with New Zealand nationality and protects a ship's name for as long as it is registered.

Note: New Zealand-registered vessels are required to fly either the New Zealand state flag or the New Zealand red ensign while in the territorial waters of foreign countries.

2.0 SAFETY INSPECTIONS

Under Section 21 of the Maritime Transport Act 1994, a New Zealand registered pleasure craft may not leave any port in New Zealand for any place outside New Zealand unless the Director of Maritime New Zealand is satisfied that:

- the vessel and its safety equipment are adequate for the voyage;
- and
- the vessel is adequately crewed for the voyage; and
- the master observes any other relevant maritime rules.

All New Zealand vessels must undergo a safety inspection prior to departure to obtain a Category 1 safety certificate. The inspection will focus on:

- the design and construction of the boat being suitable for the voyage and meeting the required standards
- the safety and communication equipment meeting specific requirements and all safety equipment being in date
- the skipper and crew's ability to undertake the proposed voyage safely and demonstrate preparedness for emergency situations.

The decision on whether to grant section 21 clearance is made by the Director, or their delegate (i.e. a Yachting New Zealand Yacht Inspector).

In determining the adequacy of the vessel, the Yacht Inspector shall have regard to any previous offshore voyages undertaken by that vessel and will use the Category 1 requirements set out in part II of these regulations except in exceptional circumstances.

There may well be occasions where there are justifiable grounds for not following these Safety Regulations, but these must be carefully considered and well recorded by the Yacht Inspector and Yachting New Zealand.

A Category 1 inspection certificate is valid for one clearance only and expires at first port of call, and then reverts to a Category II for two years.

Yachting New Zealand Safety Certificates are valid from the day they are signed, for a period of 60 days from the signed date on the certificate to allow adequate time for the vessel to leave.

Skippers can apply for a 30 day extension directly to the Yachting New Zealand Safety and Technical Officer stating the reasons for requesting an extension, provided there are no changes to the vessel, its equipment or crew as originally inspected.

Beyond this timeframe, the Yachting New Zealand Safety Certificate is considered expired (invalid). During this 60 (or 90) day period, the Yachting New Zealand Safety Certificate remains valid, providing:

- There are no crew changes;
- The safety equipment on board remains in date until the estimated destination arrival date;
- No significant alternations to the vessel have been made (including the hull, rig or equipment); or
- No damage has occurred to the yacht (i.e. as a result of grounding).

The following could be reasons for needing re-issue of the certificate:

- Notification to Yacht Inspector only:
 - Crew change
- Supply of photo(s) or other evidence to Yacht Inspector:

- safety equipment change (out of date refreshing), minor equipment change
- Re-inspection required:
 - major equipment change or alteration to the yacht, or skipper change, or extending the certificate validity beyond 90 days

For information on contacting a Yacht Inspector and getting your boat inspected, please see the introduction to these regulations or the Yachting New Zealand website www.yachtingnz.org.nz

3.0 NOTIFICATION OF DIRECTOR

All masters must notify Maritime NZ of their intended departure.

Go to www.maritimenz.govt.nz to complete an intention to depart notification form.

4.0 CUSTOMS NEW ZEALAND

You must leave NZ waters from an authorised port of departure. Customs request the completed departure forms three days before departure to help avoid processing delays. www.customs.govt.nz

Part VII Sport Multihull Yachts

Sport Multihull Equipment:

Helmet – each crew member to wear a suitable water sports helmet.

Add: In light conditions with the skipper’s express permission these may be removed but must be carried on the vessel at all times.

Support Boat Requirements from Sport Multihull Equipment:

Add:

Bosuns Chair or suitable climbing harness (Lirakis) – each vessel to have at least one bosons chair or suitable climbing harness.

Tools – suitable tools for the individual vessel requirements.

Appendix 1 Medical Stores

Add ‘At least two crew members’ **shall** have a current first aid certificate

Part V Trailer Yachts & Sports Trailer Yachts

9.11 First Aid

Add

For details of a complete first aid kit, refer to the Safety Regulations of Sailing Appendix 1