

1971/105

**THE OIL IN NAVIGABLE WATERS (SHIPS' EQUIPMENT)
REGULATIONS 1971**

—
ARTHUR PORRITT, Governor-General

ORDER IN COUNCIL

At the Government Buildings at Wellington this 3rd day of May 1971

Present:

THE HON. J. RAE PRESIDING IN COUNCIL

PURSUANT to the Oil in Navigable Waters Act 1965, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

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REGULATIONS

1. Title and commencement—(1) These regulations may be cited as the Oil in Navigable Waters (Ships' Equipment) Regulations 1971.

(2) These regulations shall come into force on the 1st day of September 1972.

2. Interpretation—In these regulations, unless the context otherwise requires, expressions defined in the Oil in Navigable Waters Act 1965 shall have the meanings so defined.

3. New Zealand ships to be fitted to prevent escape of oil into bilges—(1) Every New Zealand ship which uses oil as fuel for propulsion or for any other purpose shall be fitted with such equipment as will prevent the escape of oil into the bilges of the ship, unless effective means are provided to prevent the contents of the bilges from being discharged in contravention of the Oil in Navigable Waters Act 1965.

(2) For the purpose of this regulation the term "effective" means a process, approved by a person appointed by the Minister, of separating oil from the contents of the bilges.

4. Requirements where bunker fuel tanks used for ballast water—
(1) Subject to the provisions of regulation 5 hereof,—

(a) Every New Zealand ship, not being a tanker, which has a gross tonnage of 250 tons or more and which uses its bunker fuel tanks for ballast water shall be properly fitted with equip-

ment for the purpose of preventing discharges of oil and mixtures containing oil into the sea, in contravention of the Oil in Navigable Waters Act 1965:

- (b) All such equipment shall comply with the requirements specified in the Schedule to these regulations.

5. Existing ships—Where at the date of the coming into force of these regulations a ship to which regulation 4 hereof applies is already fitted with equipment for the purpose mentioned in the said regulation 4 it shall be sufficient for the purpose of these regulations if the equipment—

- (a) Complies with the requirements specified in paragraphs (a), (b), and (c) of the Schedule to these regulations; and
(b) Is of a type which will separate mixtures of residual fuel oil of specific gravity of not less than .95 (at 60°F) and fresh water, so that the oil content of the water after treatment in the separator does not exceed 100 parts per million:

Provided that, if at any time after the said date any ship that was so fitted at the said date is fitted with new equipment for the purpose of preventing discharges of oil and mixtures containing oil into the sea, whether the new equipment is in substitution for or in addition to the equipment already so fitted in the ship, the said new equipment shall comply with all the requirements specified in the said schedule.

SCHEDULE

Reg. 5

REQUIREMENTS IN RESPECT OF SHIPS' EQUIPMENT

The equipment shall be an oily-water separator which complies with the following requirements:

- (a) It shall be of such design, construction, and capacity as to be adequate for the purpose of separating oil from a mixture of oil and ballast water from the bunker fuel tanks of the ship:
(b) Its strength shall be adequate for the pressure at which it will be required to work and suitable provision shall be made to prevent over pressure:
(c) It shall be connected to a pump capable of delivering the mixture to it at such a rate that the capacity for which the separator is designed, measured in tons per hour, is not exceeded:
(d) It shall be of a type which will separate mixtures of residual fuel oil of specific gravity of not less than .95 (at 60°F) and fresh water, so that the oil content of the water after treatment in the separator does not exceed 50 parts per million:
(e) It shall be so designed that it can be inspected and cleaned internally:
(f) It shall be fitted with a pressure gauge:
(g) A cock or valve shall be provided for draining when desired:
(h) A non-return valve shall be fitted at the mixture inlet to prevent flow back:
(i) Means shall be provided for taking samples of the mixture entering the separator and of the separated water leaving the separator.

P. J. BROOKS,
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 require New Zealand ships which use oil as fuel for propulsion or any other purpose to be fitted with such equipment as will prevent the escape of oil into the bilges. The regulations also require all New Zealand ships, not being tankers which have a gross tonnage of 250 tons or more and which use their bunker fuel tanks for ballast water, to be fitted with an oily-water separator. The requirements with which separators must comply are specified.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 6 May 1971.

These regulations are administered in the Marine Department.