

Our Ref: GSM 04068-22

12 March 2018

Level 11,1 Grey Street
PO Box 25620
Wellington 6146
New Zealand

David Morrow
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By email

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www.maritimenz.govt.nz

Dear David

Official Information Request – Tagit MSA 106144

Thank you for email, dated 12 February 2018, in which you have requested the following information:

"Can you please supply me with a copy of the survey records that you hold for my vessel. She was last issued with a survey certificate in 2005 and entered service in 1998. She is a 13.2m Alan Warwick launch. Constructed in Napier and launched in New Plymouth

*Vessel Name - Tagit
MNZ # - MSA 106144"*

We have considered your request in accordance with the Official Information Act 1982 (the Act).

Please find enclosed the some of the information you have requested. We have withheld certain information from the enclosed documents under section 9(2)(a) of the Act to protect the privacy of individuals.

Maritime NZ considers that the withholding of this information is not outweighed by other considerations with render it desirable, in the public interest, to make the information available under 9(1) of the Act).

The remaining information we have relates to the drawing designs of the vessel. The reason we are unable to provide you with copies of the designs is because of the size of the drawings. Maritime NZ would need to approach professional printers to copy the documents. I am happy for you to contact me directly to discuss options if you require copies of the designs. I can be contacted on serah.pettigrew@maritimenz.govt.nz or 04 4959661.

If you are dissatisfied with the decision on your request, you can complain to the Ombudsman under section 28(3) of the Official Information Act. The Ombudsman's contact details can be found at: <http://www.ombudsman.parliament.nz/>.

Yours sincerely



Serah Pettigrew
Advisor, Ministerial Services

Enc: Information covered by your request

Withheld under section 9(2)(a) of the Official Information Act 1982

Name "Tagit" MSA Number 106144
 Date 11-01-99
 YES NO
 AUDIT: (tick as applicable)

CATEGORY	Checked	COMMENTS
Certificate displayed/current	<input type="checkbox"/>	still to be issued
Manual on board	<input checked="" type="checkbox"/>	
Log book(s) Onboard	<input checked="" type="checkbox"/>	
Reference to management plan	<input checked="" type="checkbox"/>	} This is a new ship.
Maintenance of log book(s)	<input checked="" type="checkbox"/>	
essel certificates in order	<input checked="" type="checkbox"/>	
ew certificates in order	<input type="checkbox"/>	
ring records	<input type="checkbox"/>	
erence to maintenance plan	<input checked="" type="checkbox"/>	} none
ntenance records	<input checked="" type="checkbox"/>	
R's Cleared	n/c	
ure to report accidents	n/c	
authorized modifications / repairs		

Audit is to be carried out no later than 31st July 99 following six months of commercial operation and as per letter of 12/11/98 from Ian Lancaster of MAF Ltd

Inspection Required:

SA equipment (condition/missing)	n/c	} New ship - all new equipment found to be in Order
Fire equipment (condition/missing)	n/c	
General equipment (condition/missing)	n/c	

Number of Corrective Action Repair Notices issued	/
Number of Corrective Action Repair Notices outstanding	/
Number of Corrective Action Repair Notices overdue	/

Surveyor/Auditor: /
 (Signature)

The compilation of this form has been based on a sampling process. Where non-compliances have not been identified it does not mean that none exist.

M&I **Safe Ship Management** Original Safety Equipment List

Withheld under section 9(2)(a) of the Official Information Act 1982

1982

Vessel	TAGIT	MSA Number	
Surveyor	[REDACTED]	Date	21/12/98

		Location	Description
Firefighting			
Buckets			
Hoses & nozzles	1 SET		
Fire Blanket	—		
Fireman Outfit	—		
Breathing Apparatus	—		
Fire Axe	1		
Fixed Smothering	—		
Foam Extinguisher	—		
Water Extinguisher	—		
Dry Powder Extinguisher	2	Cockpit	4.5 KH DRY POWDER - CHURR
CO2 Extinguisher	1		5.0 KH CO2 - CHURR
Total Extinguishers	3		
Distress Signals			
Parachute Rockets	2		HANSEN RABTEC - EXP - OCT 2001
Smoke Floats	2		COMET EXP - SEP 2001
Hand Flares	—		
Line Throwing Gear	—		
Lifesaving			
Life Jackets	8+2		REPLASABLE TYPE + 2 CHILDREN'S
Inflatable life rafts	1		RFD - 2 PERSONS - PACIFIC 9 VER 50 (S.M)
Buoyant apparatus	—		
Lifeboat	—		
Rescue Boat	—		
Life ring with light	1	PORT SIDE MAIN DECK	
Life ring with line	1	STARBOARD MAIN DECK	
Total life rings	2		
Navigation			
NZ Nautical Almanac			
Charts			
Instruments	1 SET		
Compass	1	Cockpit	
Deviation Card			
Binnacle Light	1	Cockpit	
Chronometer	1	Cockpit	
Radar	1	Cockpit	FURUND RDP-106
Depth Sounder	1	Cockpit	FURUND - FCV-292
GPS/SATNAV	1	Cockpit	KIWI TECH
Navigation Lights	3	PASS LAMP MOUNT	
Anchor Lights	1		
Fishing Lights			
NUC Lights			
General			
Logbook & Safety Manual			
Boat Hook	1		
Horn	1		
Portable Horn			
Heaving Line	1		
Shapes			
Ships Bell			
VHF Radio	1		UNIDEN MC 950
SSB Radio	1		SCR TRANSMITTER - FS-1552
EPIRB	1		SATELLITE - 406 EXP. SEP 2003
First Aid Kit	1 SET		
Torch with Spares	1 SET		
Anchors & Chains	2 SET	FWD COMPARTMENT	DETA, 8 mm GALV CHAIN 110MM
Code Flags	—		
Emergency Steering	1		
Bilge Alarms	1		
Gas Alarms	—		

TO BE SIGNED *

NEEDS 2 MORE *

NEEDS 1 MORE MULTITYPE *

TO BE SIGNED *

TO BE SIGNED *

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General

MSA No: 106144
 Registered official no: 106144
 MAF No:
 Year Made: 1996
 Port of Registry:
 Fit to ply as a class: IV, V, VI

Specifications

Overall Length: 13.14 m
 Registered Length: 12.77 m
 Registered Breadth: 4.28 m
 Registered Depth: 1.54 m
 Gross tonnage: 31
 Net Tonnage: 23
 No. Hulls: 1
 Hull Material: WOOD
 Builder: PATTULLO,NAPIER

Limits

operating limits:

Inshore Limits - Northland, Barrier, Auckland, Bay of Plenty.

New Passenger Limits:

Enclosed water Limit 12
 Inshore Limit 12
 Restricted Coastal Limit 0
 Coastal Limit: 0
 Foreign if applicable: 0

Summary of Dates

Next Service Due: 31/01/2003 (Items Expiry)
 Audit Only Due: (if before next inspection)
 Schedule of Inspections: 1 In Water
 2 Slip
 3 In Water
 4 Slip, Shaft
 Cert. Expiry: 31/01/2003
 Cert. Printed: 14/01/1999
 Compass Due:
 Radio Due: 27/12/1999
 Date stability info approved.:
 Inclining test date:
 Loadline Due:
 EPIRB Bat Expiry: 30/09/2003
 Flares Expiry:
 Smoke Floats Expiry: 30/09/2001
 Port. Exting. Due:

Machinery

Engine maker: (FIAT) - IVECO-AIFO
 model: 8061.SRM33.
 fuel: DIESEL
 KW per engine @ rpm: 186 @ 2700
 Number of screws: 2
 Perm. ballast location:
 Ballast type:
 Ballast weight: 0 Kg
 Gearbox make: TWIN DISC
 model: MG506 1A
 reduction ratio: 1.54 : 1
 Propeller Diameter x Pitch: 560 X 610
 Actual shaft dia (port/star): 50.7 mm
 Shaft rule diameter: mm
 Date shafts due
 Actual rudder stock diam.: 57.1 mm
 Rule diam. of rudder stock: 0 mm
 Date stock drawn:

Anchor type:

Anchor weights: Kg

Cable type:

size: mm

length: m

No of hull penetrations/
Sea Valves: 0**Types of Navigation/Radio Equipment**

Magnetic compass:

Compass due:

Radio SSB:

Radio VHF:

Date Radio Due: 27/12/1999

Radar:

Echosounder:

Autopilot:

GPS:

Lifesaving Gear

Persons LSA provided: 24
 No. of lifeboats: 0 total persons:
 No. of liferafts: 0 total persons:
 No. of other boats: 0 total persons: 0
 Buoyant Apparatus type:
 Total Persons in BA: 0
 # Liferafts provided: 12
 Lifebuoys: 0
 Life lines: 0
 Rocket / Lines: 0
 Rocket line throwers: 0
 EPIRBS: 1
 EPIRBS Make & Model:
 EPIRBS Bat Expiry: 30/09/2003
 Flares: 0 Expiry:
 Smoke Floats: 2 Expiry: 30/09/2001

Fire Fighting

Number of fire pumps: 0
 No. of emergency pumps: 0
 Location of emergency pumps:
 No. of hoses: 1
 Nozzles: 1
 Fire buckets: 2
 Lamps: 0
 Axes: 1
 Fire outfits: 0
 Portable fire extinguishers: 3
 Port. fire exting. Expiry:
 Type of fixed extinguisher:
 Location of fixed extinguisher:
 Fixed detection location:
 Fixed drencher location:
 Fire plan location:

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STABILITY TESTS ON LAUNCH "Tagit"

The inclining experiment was carried out in calm water adjacent to the Lee Breakwater at Port Taranaki at [redacted] hours on [redacted]

As this vessel is able to carry ¹² [redacted] passengers and a crew of ² [redacted] a total of ¹⁴ 14 people were placed on board of an average weight of 65 Kg.

Circular 1988/3 of 27.01.1998 (Survey of Passenger ships) was followed using section "4" stability for the inclining experiment.

With ¹⁰ [redacted] persons (^{650kg} [redacted]) at 1/4 of the beam to Port and ⁴ [redacted] persons (^{260kg} [redacted]) Kg) at 1/4 of the beam to starboard, the resulting heel was [redacted] - This was repeated several times and changing the weights (persons) from Port to Starboard.

With all ¹⁴ [redacted] persons on either the Port Side or Starboard Side at 1/4 of the beam the resulting heel was 2° - 15'.

These results were well within the allowances required, hence the stability is acceptable.

[redacted]
DISTRICT SURVEYOR OF SHIPS
27.5.97

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Audit Form

Safe Ship Management

Vessel Name "Taqit" **MSA Number** 106144

Surveyor / Auditor [Redacted] **Date** 11-01-99.

FINAL AUDIT: (tick as applicable) **YES** **NO**

CATEGORY	Checked	COMMENTS
MS Certificate displayed/current	<input checked="" type="checkbox"/>	still to be issued
MS Manual on board	<input checked="" type="checkbox"/>	
Logbook(s) Onboard	<input checked="" type="checkbox"/>	} This is a new ship.
Adherence to management plan	<input checked="" type="checkbox"/>	
Maintenance of log book(s)	<input checked="" type="checkbox"/>	
Vessel certificates in order	<input checked="" type="checkbox"/>	
Crew certificates in order	<input checked="" type="checkbox"/>	
Training records	<input checked="" type="checkbox"/>	} none
Adherence to maintenance plan	<input checked="" type="checkbox"/>	
Maintenance records	<input checked="" type="checkbox"/>	
AR's Cleared	n/a	} n/a
Failure to report accidents	n/a	
Unauthorized modifications / repairs	n/a	} Another inspection was carried out no later than 31st July 99 following six months of commercial operation and as per letter of 12/11/99 from Ian Leung Esq of M&E Ltd

Defects Inspection Required:

LSA equipment (condition/missing)	n/a	} New ship - all new equipment found to be in order
Fire equipment (condition/missing)	n/a	
General equipment (condition/missing)	n/a	

Number of Corrective Action Repair Notices issued	/
Number of Corrective Action Repair Notices outstanding	/
Number of Corrective Action Repair Notices overdue	/

Surveyor/Auditor: [Redacted]

(Signature) [Redacted]

This form has been based on a sampling process. Where non-compliances have not been identified it does not mean that none exist.

New Zealand Safe Ship Management Certificate

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Ship Name	<input type="text" value="Tagit"/>		
MSA Number	<input type="text" value="106144"/>	Gross Tonnage	<input type="text" value="31"/>
		Overall Length	<input type="text" value="13.14"/>
Owner/ Agent	<input type="text" value="REDACTED"/>		

Issued under the provisions of rule 21.13(7) or 21.13(11) of Part 21 of the Maritime Rules by Marine & Industrial Safety Inspection Services Ltd.

This Passenger Vessel must not proceed beyond the following operating limits:

This ship must not carry more than the following number of passengers:

Enclosed water Limit	<input type="text" value="12"/>	Restricted Coastal Limit	<input type="text" value="Nil"/>
Inshore Limit	<input type="text" value="12"/>	Coastal Limit	<input type="text" value="Nil"/>

Life Saving Appliances are provided for a total number of persons.

This is to certify that the Safe Ship Management System of this ship has been audited and that it complies with the requirements of the New Zealand Safe Ship Management Code and that the ship and its equipment are fit for their intended purpose.

This Certificate is valid until 31 January 2003, subject to periodic audit / inspection of the ship.

Signed	<input type="text" value="REDACTED"/>	Name	<input type="text" value="REDACTED"/>
Position	<input type="text" value="Manager SSMS"/>	Date	<input type="text" value="14 January 1999"/>





FAXED

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MSA13006
NOV 1997

EXEMPTION CERTIFICATE

(From having a New Zealand Safe Ship Management Certificate)

This is to certify that the below mentioned ship has been exempted from the requirement of Maritime Rule 21.13(1)(b). This exemption is issued by the Director of Maritime Safety pursuant to Section 47 of the Maritime Transport Act 1994.

Particulars of the ship

Name : TAGIT

MSA Number : 106144

Owner's Name : [REDACTED]

Safe Ship Management Company: Marine & Industrial Safety Inspection Services Limited

This exemption is issued subject to the following conditions:

1. That the ship has been inspected and complies with rule 21.13(2).
2. That the ship remains within the named Safe Ship Management company's system for the validity period of this exemption
3. That the ownership of the ship remains with the above owner during the validity period of this certificate.
4. That this Exemption Certificate is placed on board the vessel for the duration of the exemption.

This exemption is valid until **28 February 1999** unless otherwise revoked.

Issued at WELLINGTON)

This 11 day JANUARY 1999)

[REDACTED])

Divisional Manager, Maritime Operations)
pursuant to a delegation dated 9 January)
1998 made under Section 443 of the)
Maritime Transport Act 1994.)

[REDACTED]

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**NOTIFICATION OF A
*RADIOTELEPHONE/RADIOTELEGRAPHY OR GMDSS
INSTALLATION SURVEY
(NOTIFICATION TO SHIP SURVEYORS OF COMPLETION OF RADIO SURVEY)**

NAME OF SHIP	DISTINCTIVE NUMBER OR LETTERS	PORT OF REGISTRY	*SHIP'S RADIO CLASS OR SEA AREA
TAGIT	ZM2176		B3

*GROSS TONNAGE	*CERTIFIED OPERATIONAL SEA AREAS	*IMO NUMBER (WHERE GIVEN)

To the Surveyor of Ships:

That on: 21 DEC 1998 at: PORT TARANAKI

I completed a radio survey on this vessel. I declare that the radio equipment complied in all respects with the requirements of the:

- *Maritime Transport Act (1994)
- ~~*SOLAS Convention (1974)~~
- ~~*MSA circular letter no. 96 (Standardisation of Equipment)~~
- and other survey requirements
- ~~*except for the applied for or granted dispensations listed below.~~

Comments:

Preceding survey reports associated with this notification

Survey Visit Date	Radio Surveyor

Radio Surveyor: ... [redacted] Date: 27 DEC 1998

*Copy of endorsed form 'Record of Equipment for the Cargo Ship Safety' (Form R) is to be attached

*Delete that which does not apply.



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(Change the footer title to "Ship's Name". Page numbers & date are automatic)

Passenger Vessel

Ship's Name

TAGIT

MSA No

106714

Ship Safety Manual

Fax 04 ~~382 9666~~
3859311

Marine & Industrial

Safe Ship Management System



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(Delete either original safety OR small vessel equipment list as required)

(Check all page numbers are correct when manual has been completed)

Approved by: _____

(Surveyor of Ships)

Date: _____

M&I SAFE SHIP MANAGEMENT

1. General Information

Owner: Enter owner name
Owner address
Address 2
City or province



Management Co: Marine & Industrial Safe Ship Management.

Operating Limits: Enter class and operating limits

~~NZ RESTRICTED LIMITS PASSENGER SHIP~~
① PORT TARANAKI EXTENDING OVER LIMITS.

2. Safety Policy

② Inshore Limits - Northland, Bay of Plenty, Auckland, Bay of Plenty

- The business will protect the safety of employees and the vessel through safe vessel management.
- The owner, Master and crew will comply with all statutory and regulatory requirements.
- The owner, Master and crew will adhere to the principles of the Health and Safety in Employment Act 1992.
- The business will protect the environment through safe vessel management.

3. Vessel Management

3.1 Land Based Management

This is M&I Ltd.

M&I Ltd will monitor safety, training, legal matters and compliance with regulations.

3.2 Ship Management

This is the Master.

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M&I SAFE SHIP MANAGEMENT

4. Designated Person

The designated person is *Enter name - owner or owner's representative.*

Enter name is responsible for the overall operation of the vessel.

5. Master's Responsibility and Authority

The Master is responsible for the safe and efficient preparation, operation, navigation and berthing of the vessel, safety of the crew, and all safety equipment. The Master is also responsible for completing the log book.

6. Resources and Personnel

The normal manning of the vessel is the Master and ^{ONE} crew members. Extra crew may be carried as required.

Enter or delete as required and note singular or plural for "member"

All crew are to be familiar with their duties and with safety procedures.

7. Plans for Operation

Refer to plans for pre-sailing checks and fuelling.

When carrying passengers the following safety precautions will be observed:

1. Where practicable a Trip Report will be made on departure to a person on shore advising the number of persons on board.
2. When required a safety briefing will be made to passengers before or immediately after departure.
3. If an emergency occurs during a voyage passengers will be advised on procedures.
4. If weather conditions deteriorate during a voyage, passengers will be advised to keep off open decks.

(refer to any other plans here, e.g. diving, towing, etc.)

8. Emergency Preparedness

The Master and crew (when carried) must be familiar with the above operation and contingency plans. Refer to relevant plans pages 12 - 18.
(Check page numbers - these may change if maintenance pages changed)

Emergency drills should be carried out at regular intervals and noted in the log book.

9. Reports

The following reports are required:

- Accident or incident report to MSA and M&I SSMS. Log book entry required.
- Pollution incidents. Log book entry required.
- Any proposed changes to the vessel manual. (These must be approved by M&I.)

10. Maintenance

Maintenance includes weekly, monthly, quarterly, yearly and 4-yearly routines.
(delete as required)

Refer to maintenance schedules.

11. Documentation

The following documentation is required:

- This manual kept up to date and retained on board.
- Log book, maintenance undertaken, M&I inspection / audit reports, MSA inspection / audit reports, crew training records.
- Instruction manuals for equipment on board.
- Original Survey Certificate, Certificate of Safe Ship Management, Master's Certificate, current Radio, Compass, Liferaft and Master's First Aid Certificate.

(plus relief Master and any other crew certificates if applicable)

12. Audits and Reviews

The Master is to continuously monitor the state of the vessel, its equipment and the management system.

M&I will schedule audits at approximately yearly intervals, *but initially after the first six months in service.*
MSA may audit the vessel at any time.

Audits will be reviewed.

13. Certification

Compliance with the SSMS is the responsibility of the owner.

Monitoring of the SSMS is the responsibility of M&I Ltd.

The Certificate of Safe Ship Management remains continuously valid providing that all requirements of the MSA and M&I SSMS are met and that audits are satisfactory.

M&I SAFE SHIP MANAGEMENT

Daily / Voyage Checks

(delete or modify to suit owner requirements)

Hull

- ✓ • Check life rings
- ✓ • Check communication ship/shore
- ✓ • Check extinguishers in place
- ✓ • Check bilge pumps
- ✓ • Check fire hose
- ✓ • Check fire pump
- ✓ • Check drinking water supply
- ✓ • Check navigation lights
- ✓ • Check navigation equipment
- ✓ • Check hatches secure
- ✓ • Check weather / obtain marine forecast

Engine Room

- ✓ • General visual inspection
- ✓ • Check engine oil
- ✓ • Check gearbox oil
- ✓ • Check cooling water
- ✓ • Check belt tension / condition
- ✓ • Check water hoses
- ✓ • Check linkages / controls
- ✓ • Check lube oil supply
- ✓ • Check fuel supply
- ✓ • Test engine ahead / astern
- ✓ • Check sternland
- ✓ • Check overboard discharges
- ✓ • Test steering gear
- ✓ • Test engine alarms

Cabin

- ✓ • Check general cleaning
- ✓ • Check galley clean
- ✓ • Check toilet cleaning - soap and towel
- ✓ • Check first aid kit
- ✓ • Check food and beverage supply

M&I SAFE SHIP MANAGEMENT

Weekly Checks

(delete, add to or modify to owner's requirements)

Hull

- ✓ • Visual examination, external
- ✓ • Lubricate steering gear
- ✓ • Fresh water wash down if required
- ✓ • Check / operate sea connections

Engine Room

- ✓ • General cleaning as required
- ✓ • Check battery levels
- ✓ • Drain fuel filters
- ✓ • Fill up with fuel as required

Monthly Checks

Refer to monthly maintenance checklist

Quarterly Checks

Refer to quarterly maintenance checklist

Annual Maintenance

Refer to 4 year maintenance plan *Enter on sheet. Shafts & valves at 4 & 2 yrs max.*

M&I SAFE SHIP MANAGEMENT

VESSEL MONTHLY MAINTENANCE CHECKLIST

EQUIPMENT DUE

YEAR:

J	F	M	A	M	J	J	A	S	O	N	D
---	---	---	---	---	---	---	---	---	---	---	---

HULL ITEMS

tick the box on completion

GREASE ALL DECK EQUIPMENT.
 CHECK ALL MOORING ROPE'S
 CLEAN BILGE STRAINERS

NAVIGATION EQUIPMENT

CLEAN NAVIGATION LIGHTS
 CLEAN RADAR SCANNER
 CLEAN RADIO AERIALS.
 TEST EPIRB BATTERY

PROPULSION EQUIPMENT

CHANGE OIL FILTER
 CHANGE FUEL FILTER
 CLEAN AIR FILTER
 CHECK FOR OIL & FUEL LEAKS.
 CHECK ALL E.R. EQUIPMENT

AUXILIARY EQUIPMENT

CHECK BILGE PUMP MOTOR INSULATION
 CHECK COMPASS MOTOR INSULATION.

SAFETY EQUIPMENT

CHECK ALL SAFETY EQUIPMENT IN PLACE AND
 IN GOOD ORDER
 TEST ALL E.R. VENT. FLAPS
 OVERHAUL E.R. FUEL TANK SUTURE VALVE.
 CHECK FIRE PUMP.

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M&I SAFE SHIP MANAGEMENT

VESSEL THREE MONTHLY MAINTENANCE CHECKLIST

EQUIPMENT DUE	YEAR:	3 months	6 months	9 months	12 months
HULL ITEMS					
tick the box on completion					
inspect Hull Exterior					
inspect Main Deck					
inspect Deck House					
CHECK ALL WASTE TANK PANDA COVERS					

NAVIGATION EQUIPMENT

CHECK MECHANICAL READINESS OF RADAR					
CHECK ALL NAVIGATIONAL EQUIPMENT					
TEST EMERGENCY BATTERY CHARGE					

PROPULSION EQUIPMENT

CHECK CONDITION OF M.E. LUB OIL					
ADJUST FAIR INJECTOR TAPPETS					
CHECK FUEL INJECTORS					
CHECK CUP LINE ADJUST.					

AUXILIARY EQUIPMENT

CHECK ALL ELECTRICAL SYSTEMS					
TEST MECHANICAL READINESS					

SAFETY EQUIPMENT

CHECK ALL SAFETY EQUIPMENT					
TEST LIFE RAFTS (Educat)					
CHECK STAND-BY BATTERIES					
CHECK HULL DAMAGE RELEASE					

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M&I SAFE SHIP MANAGEMENT

VESSEL ANNUAL MAINTENANCE PLAN

EQUIPMENT DUE	1997	1998	1999	2000
HULL ITEMS initial the box ✓ on completion				
SLIP VESSEL. Full Hull Examination.				
OVERHAUL SEA VALVES				
CHECK RUBBER STOCK				

NAVIGATION EQUIPMENT

RENEW RADIO CERTIFICATE				
RENEW COMPASS CERTIFICATE				
CHECK EPIRB. RENEW BATTERY IF REQD				

PROPULSION EQUIPMENT

ENGINE MANUFACTURERS ANNUAL CHECK				
CHECK ENGINE LUB OIL & FILTER				
CHANGE GEAR BOX OIL				
WASH DOWN WALKWAYS FOR CORROSION				

AUXILIARY EQUIPMENT

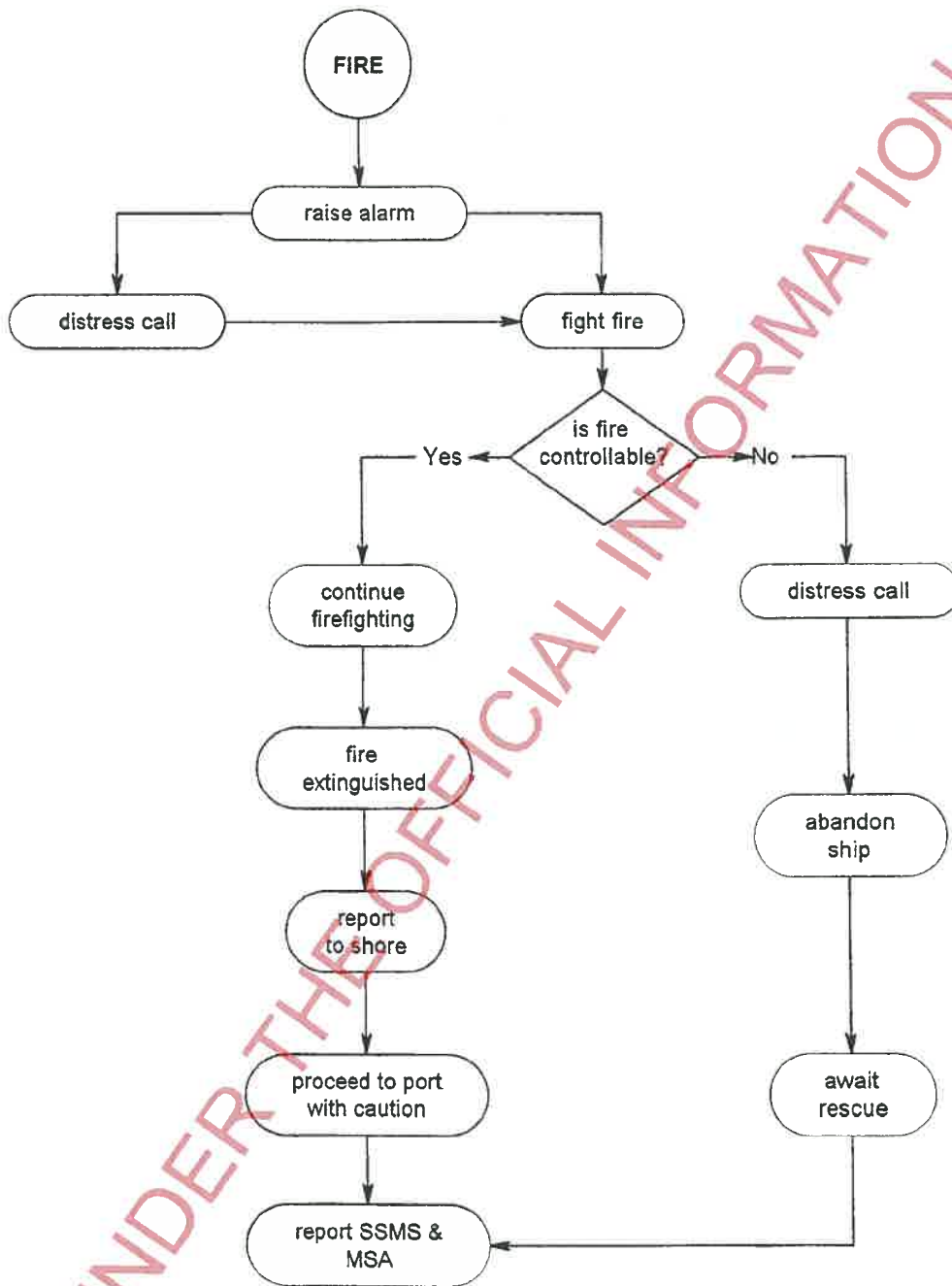
OVERHAUL BILGE PUMP				
OVERHAUL FIRE PUMP				

SAFETY EQUIPMENT

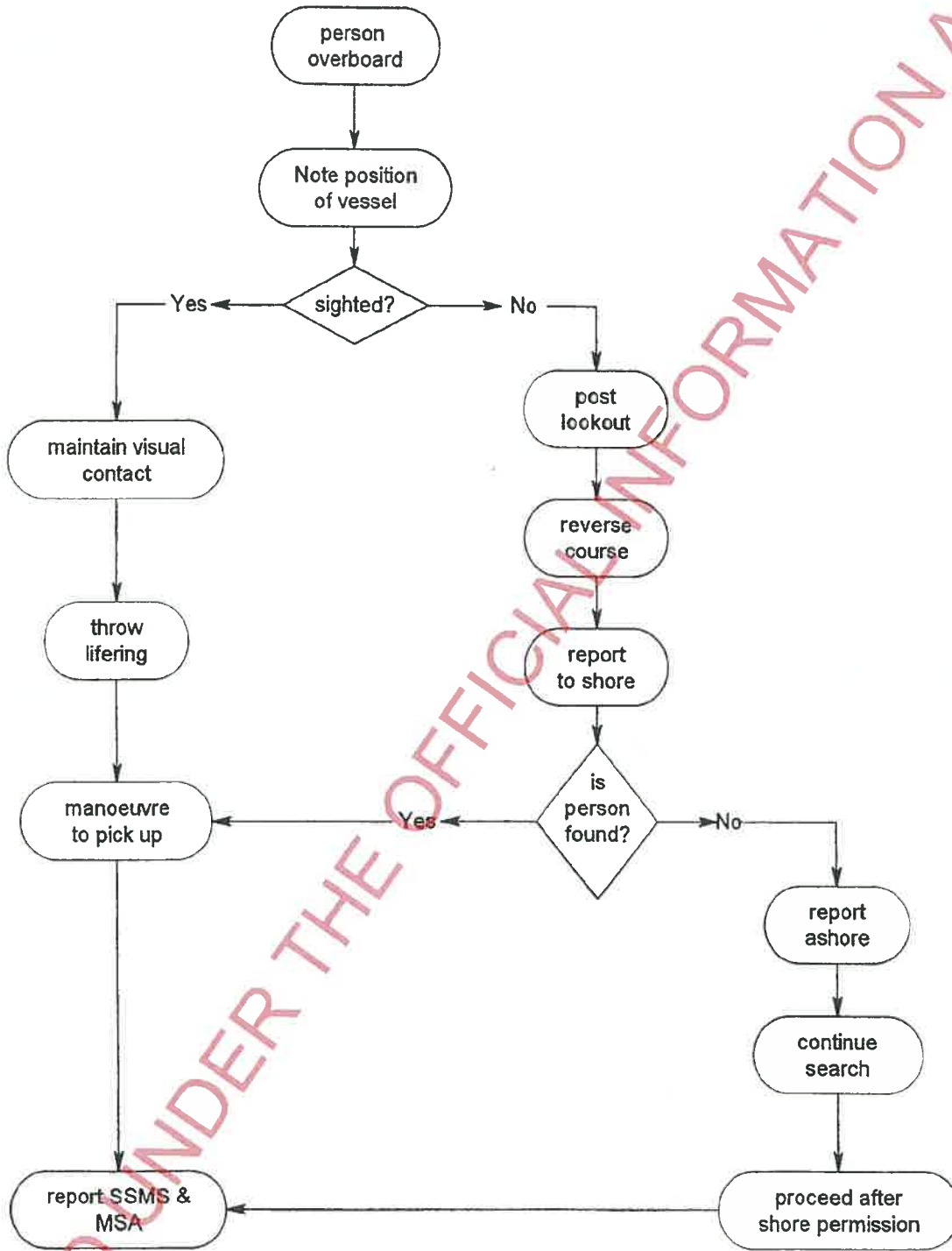
SERVICE LIFE RAFT				
CHECK DEBRIS FIRE EXTINGUISHER				
REPAIR PNEUMATIC				
RENEW LIFE LINE BATTERY				

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Firefighting

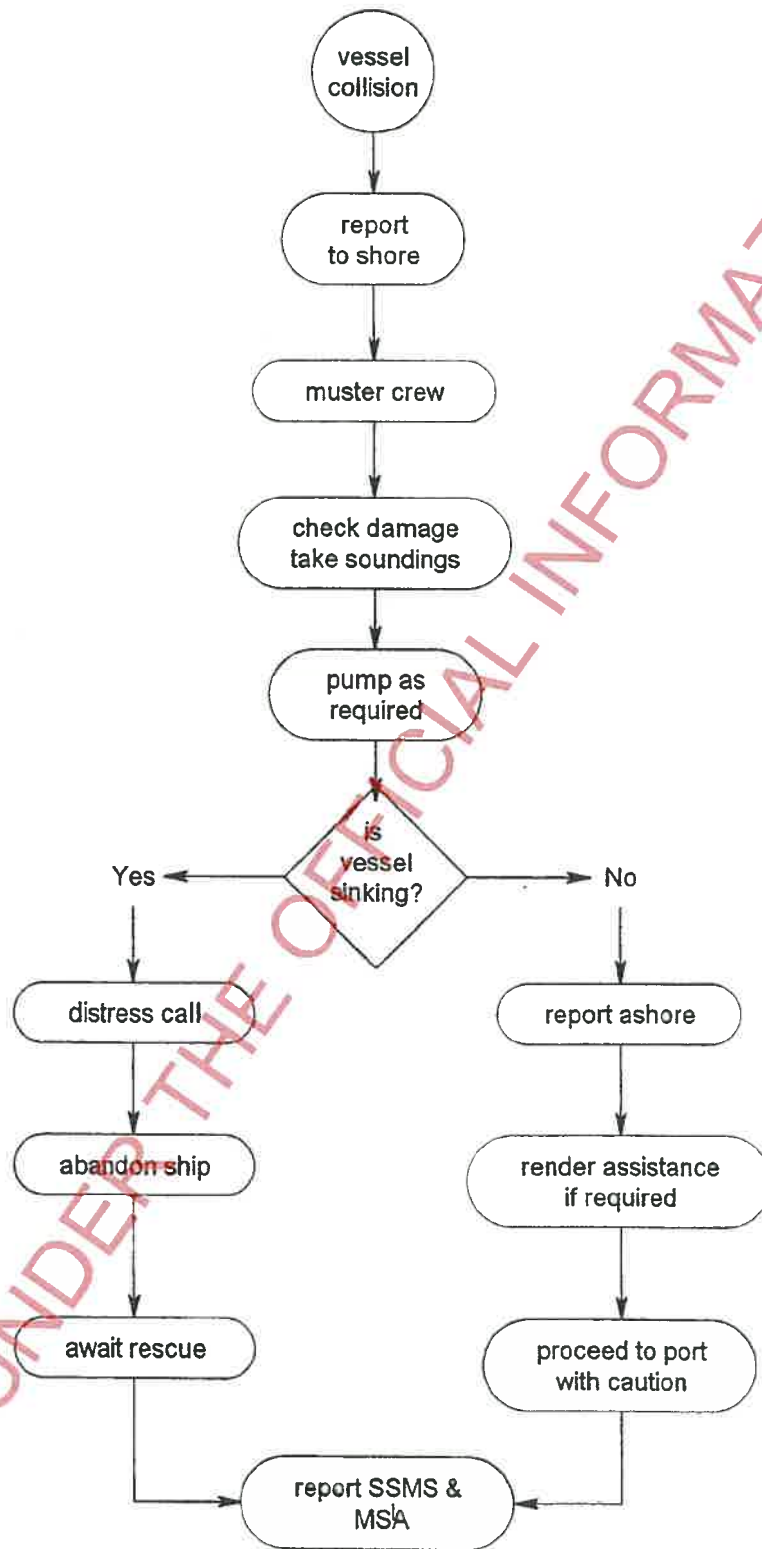


Person Overboard



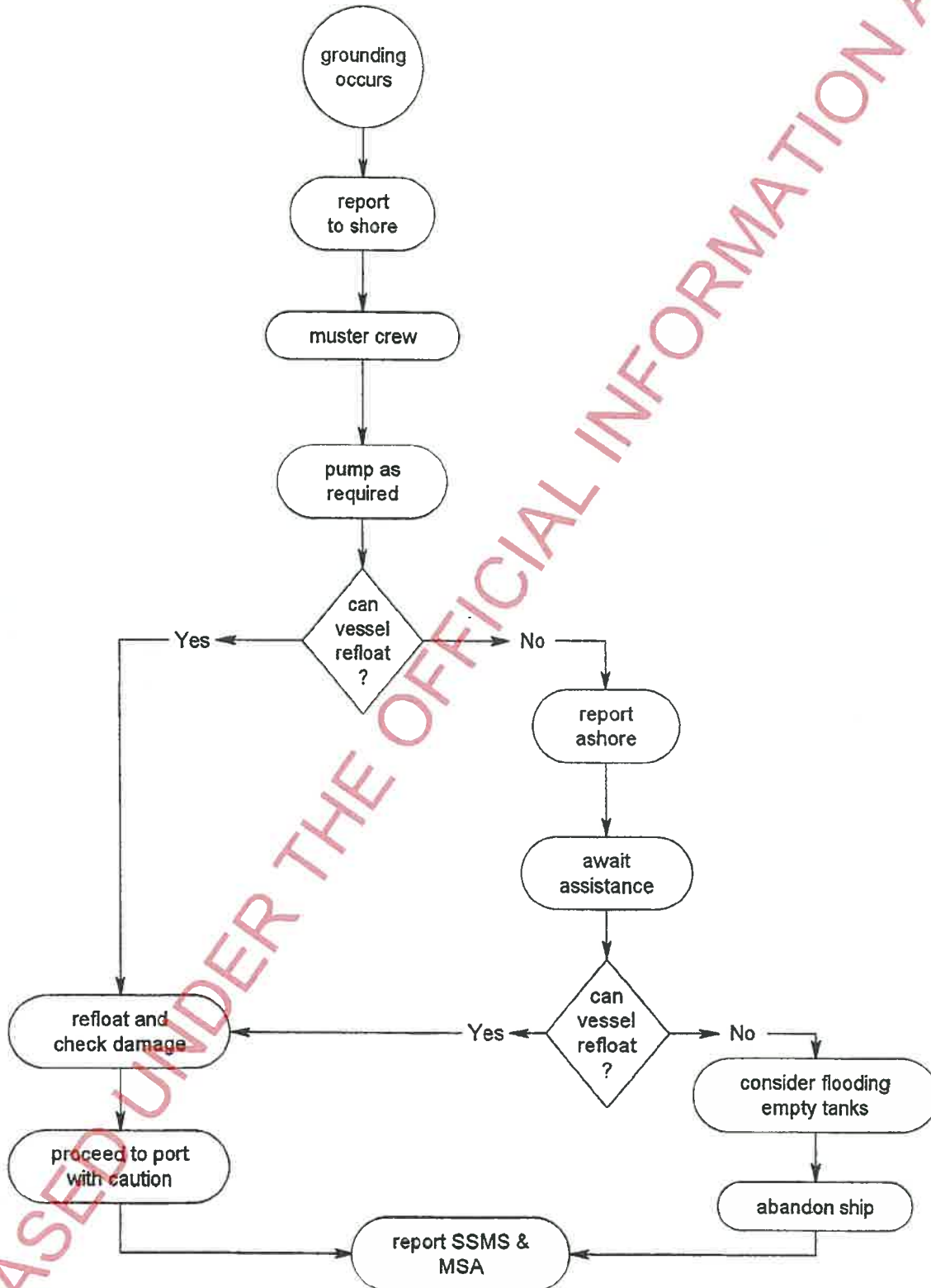
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Collision



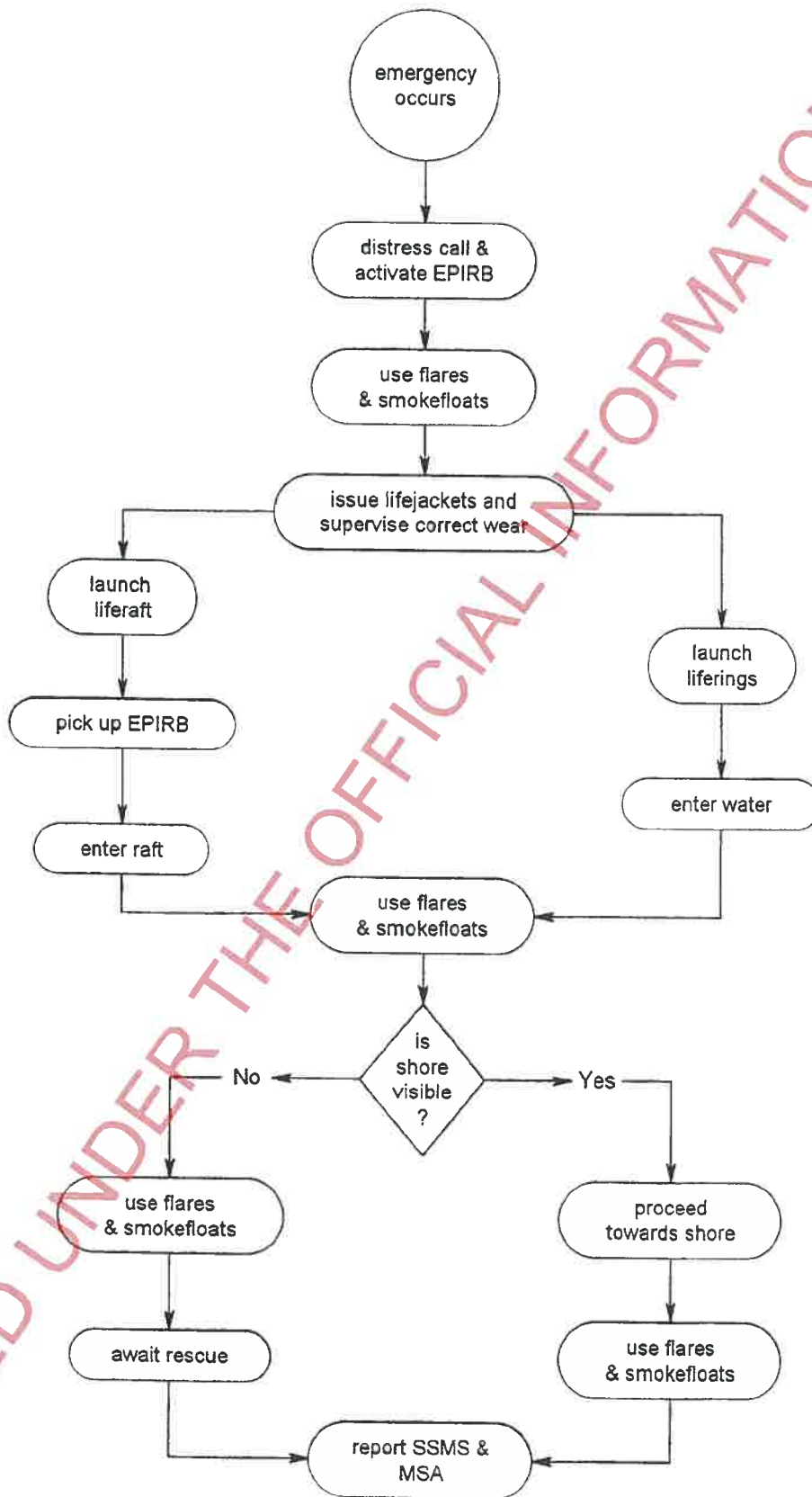
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Grounding



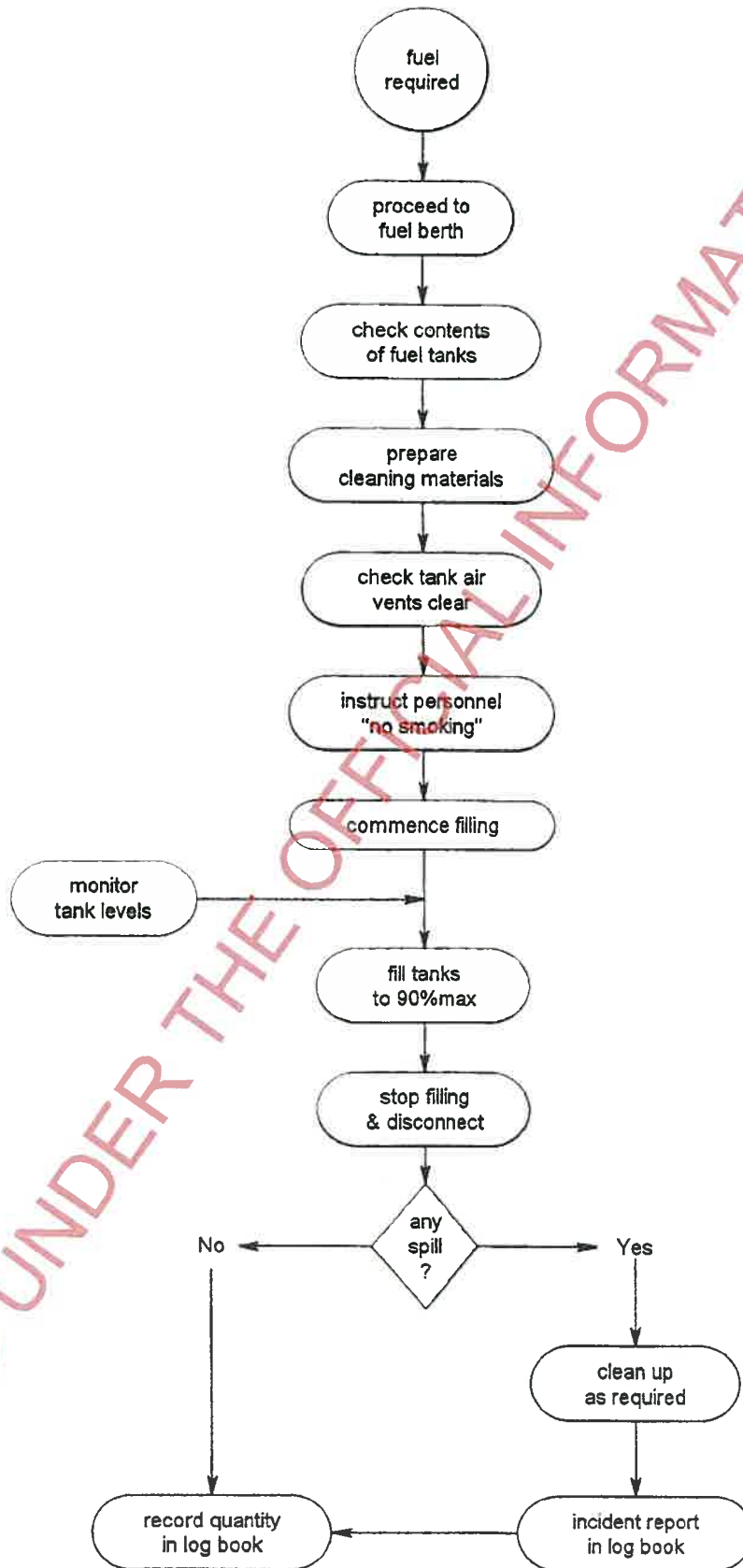
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Abandon Ship

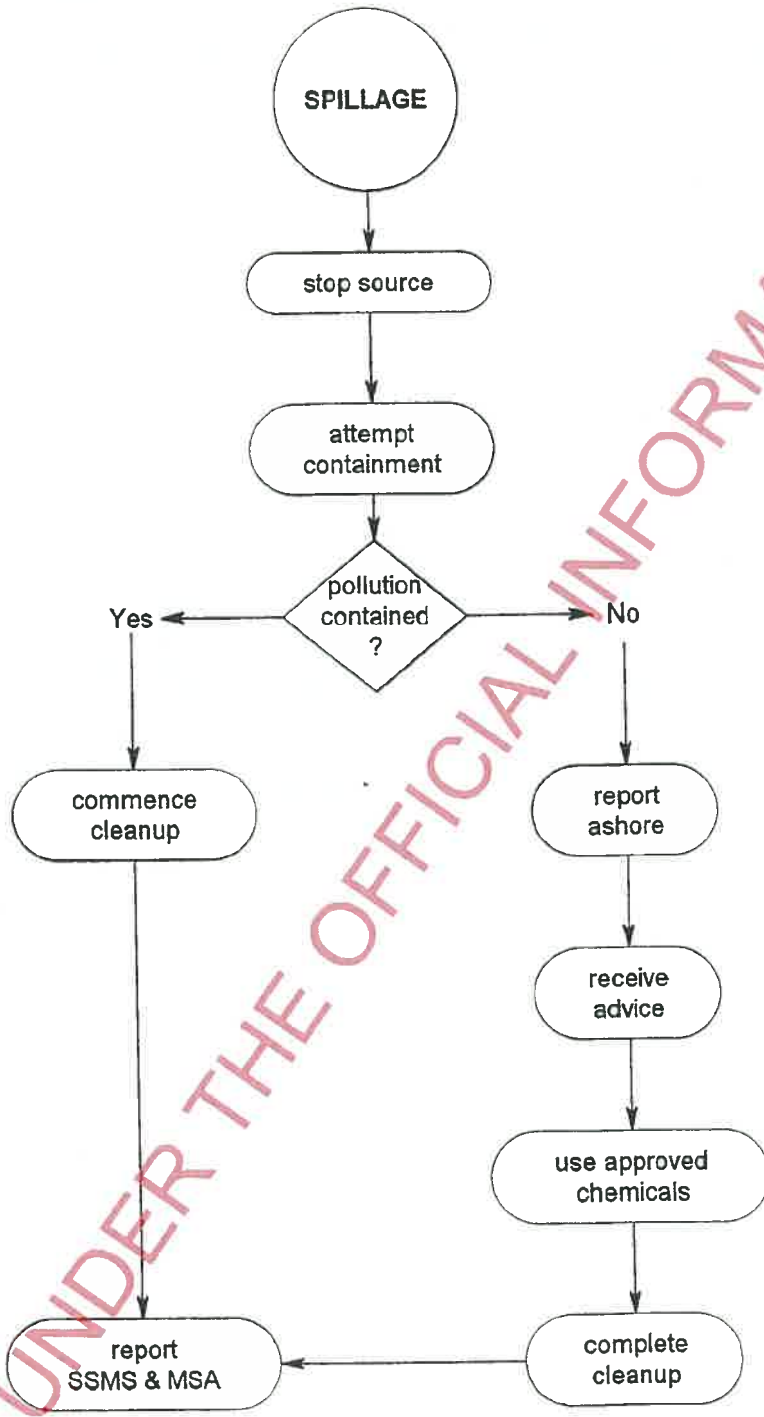


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Fuelling Procedure



Pollution Control



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Passenger Vessel ~~xxxxx~~ TAHIT

MSA No. zzzzz

Safety Equipment List

- 1 +1 lifebuoy with light & line
- 12-2 lifejackets
- 2-4 parachute flares (~~need 2 write~~)
- ✓ 2 smokefloats
- 3-4 navigation lights
- ✓ 1 horn
- ✓ 1 compass
- ✓ 1 chart
- ✓ 1 VHF radio
- ✓ 1 EPIRB
- ✓ 1 fire bucket ~~to be written~~
- ✓ 1 axe
- ✓ 1 torch
- 3-2 fire extinguishers
- ✓ 1 first aid kit

Safety Checks

- ✓ Check hull for damage
- ✓ Check fuel supply
- ✓ Check engine oil
- ✓ Check cooling water
- ✓ General check machinery
- ✓ Check steering
- ✓ Test radio
- ✓ Obtain marine weather forecast

M&I Safe Ship Management

Passenger Vessel xxxxx *TAGIT*

MSA No. *22272* *106144*

Owner: [Redacted]

Safety Policy: The business will protect the safety of the crew and the vessel by safe ship management.

General: The owner will comply with statutory and regulatory requirements.
The owner will protect the environment.

Shore Management: Marine & Industrial Ltd.

Ship Management: The Master [Redacted]

Designated Person: [Redacted] is responsible for the overall operation and safety of the vessel.
The Master is responsible for the safety of the vessel, its equipment and crew. He is responsible for keeping records.

Operation Plans: When carrying passengers:
Where practicable a trip report will be made on departure to a person on shore advising the number of persons on board the vessel.
If an emergency occurs during a voyage passengers will be advised of safety procedures.
If weather conditions deteriorate passenger will be advised to keep off open decks where possible.

Maintenance: A maintenance plan and maintenance records will be kept.

Documentation: This sheet retained on board.
Logbook or diary maintained.
Certificate of Safe Ship Management displayed on board.
Master's certificate and current first aid certificate available.

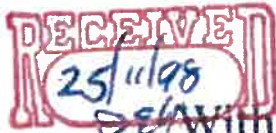
Audits & Reviews: The Master is to monitor the state of the vessel and the management system.
M&I will schedule audits approximately every year.
MSA may audit at any time.
Audits will be reviewed.

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MARINE & INDUSTRIAL



Wellington.
District Office.
24. 11. 98.



with compliments
District Manager
M.I. New Plymouth



RE: M.V. TACIT.

Please find attached
deck and cockpit construction
details which has been
recently supplied by
the vessel's builder.
Hugh Pattullo

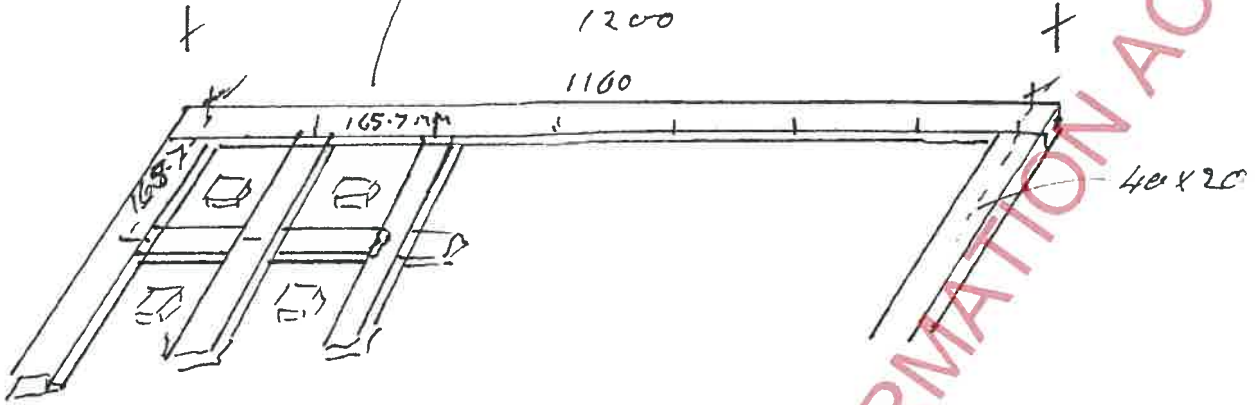
Regards



R

MV TACIT

Thick 1/2 DECK LAMINATE 20mm STRIPS,
APPROX 165mm STRIPS



CORNER 40 x 20 MM. LPOOR SEALANT.
 Cepped. 6mm x 6mm Ply. LPOOR SEALANT.
 ART DECK 6mm Ply 20mm CORNER 6mm Ply - 7mm TEAK.

Refer to



Withheld under section 9(2)(a) of the Official Information Act 1982

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18 November, 1998

File Ref: 21/3560/3




13M WARWICK SPORTSFISHING VESSEL - TAGIT

Dear Sir

1. The following items/systems of the 13m Warwick Sportsfishing Vessel - Tagit are approved for a Inshore passenger vessel (only).
2. Approval is conditional upon compliance to all requirements stated below.

a) **Hull:**

References : - As built notes made by 

**Drawings / data subject to conditions within approval letter*

- i) It should be noted that the calculations for the hull structure were obtained using a maximum speed in calm water of 28 knots.
- ii) It was noted that floors as shown on original approved drawing M/5/229 dated April 92 - inboard profile general arrangement, have not been fitted. The craft as built in this area is accepted, subject to the structure being regularly checked by the operator for signs of stress or movement. This area shall also be checked by the surveyor during annual inspections.
- iii) It has been noted that the forward end of the inboard longitudinals do not terminate at a frame or bulkhead. The craft as built in this area is accepted subject to the structure being regularly checked by the operator for signs of stress or movement. This area shall also be checked by the surveyor during annual inspections. Also if the vessel undergoes any major refits or modifications the longitudinal will be extended to terminate on a bulkhead or frame.
- iv) M&I has been informed by the builder of the craft's hull that the deep transverses within the engine room have been covered and glassed to the hull and longitudinal structure. It is not possible to confirm this in the as built condition, but M&I accepts the builders statement.

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3. All materials, standard of workmanship, testing and installation shall be inspected and completed to the satisfaction of M&I's surveyors.
4. Approval is based on regulations and requirements laid down in the Maritime Rules, New Zealand Gazette, and Marine Department circulars.
5. Approval covers structural design and systems to the extent noted on the above references. Outfits and equipment, except those specified above, noise levels, vibration, trim, design speed, seakeeping, stability and freeboard are outside the scope of approval. Also approval does not guarantee entry into a safe ship management system.

Yours sincerely

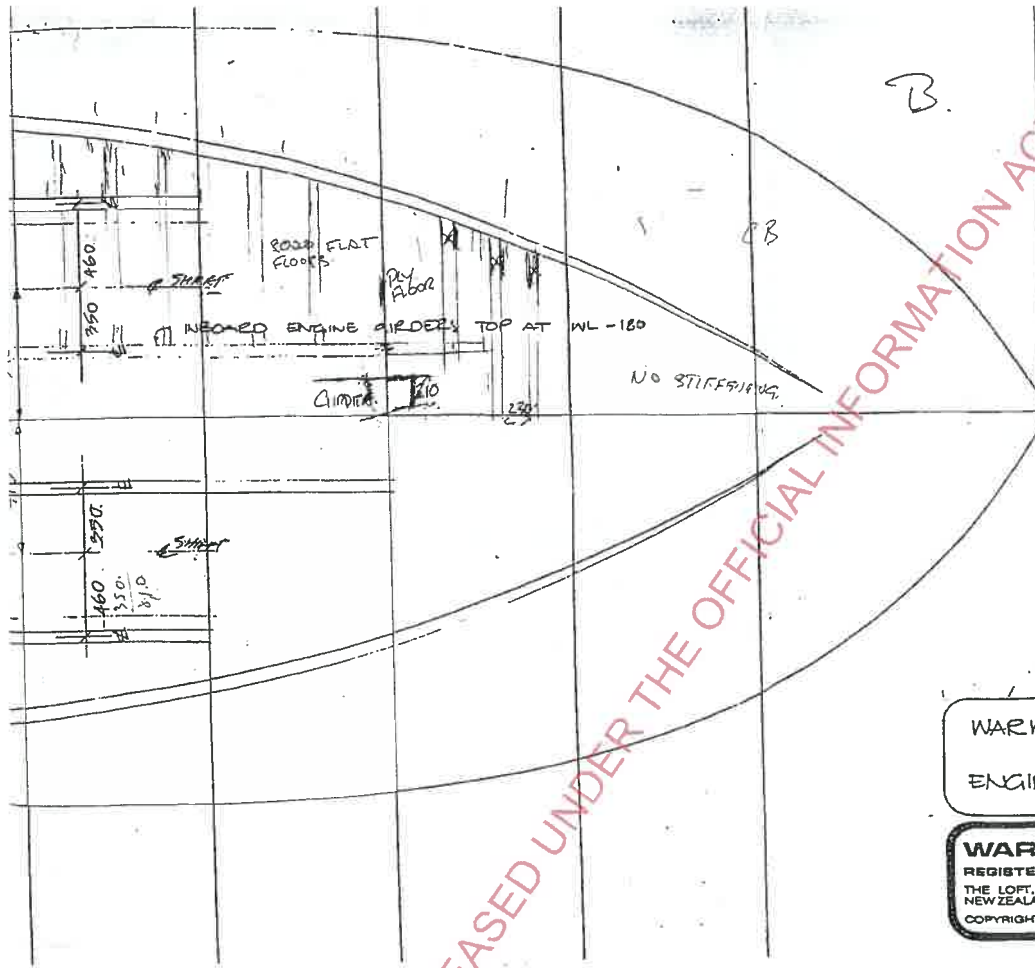


Naval Architect
Marine & Industrial Safety Inspection Services Limited

Copy to:

[Redacted]
New Plymouth on (06) [Redacted]

[Redacted]
Wellington on (04) [Redacted]



RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

~~DETAILS ARE TO BE AMENDED IN ACCORDANCE WITH M&I LETTER D/1986~~

~~M&I Marine Industrial Safety Inspection Services Limited
Plans and Specifications approved by 22/87/96
in accordance with the Code under S 152 of the Shipping and Seamen Act 1952
Technical Services Office
Wellington, New Zealand~~

M&I SAFETY & INSPECTION SERVICES
DRAWING STATUS
FILE 21/3560/3
DATE REC'D 25 MAR 1988
DRG CHECK
SURVEY CHECK

WARWICK 38/40 SPORTSFISHER
ENGINE ALIGNMENT

WARWICK & ASSOCIATES
REGISTERED ARCHITECTS & YACHT DESIGNERS
THE LOFT, TE KOWHAI POINT, DOVES BAY, P.O. 1, KERIKERI
NEW ZEALAND, PHONE (0064) (0887) 77-394, FAX (0064) (0887) 77-395
COPYRIGHT ON THIS DRAWING IS VESTED IN THE DESIGNER

APRIL 19
SCALE 1:2
A 9A 22

Withheld under section 9(2)(a) of the Official Information Act 1982



FACSIMILE COVER SHEET

MARINE & INDUSTRIAL
SAFETY INSPECTION
SERVICES LIMITED
275-281 UPPER CUBA ST
P. O. BOX 27347
WELLINGTON
NEW ZEALAND
TELEPHONE (04) 382 9666
FACSIMILE (04) 385 9311
EMAIL tsg@marine.co.nz
HEAD OFFICE WGTON
0800 103 433

Technical Services Group

Attention	[REDACTED]	Fax	06 755 2522
Company	[REDACTED]		
From	[REDACTED]	Phone	0064 4 [REDACTED]
Position	Naval Architect	Fax	0064 4 385 9311
Date	18/11/98 14:15		
Pages	1 of 3	Our Ref:	21/3560/3

Dear Sir

Follows a acceptance letter for the as built condition of your vessel - MV tagit.

A hard copy will follow by post with e relevant notes and drawings.

I have tried to contact [REDACTED] with this information but at yet I have not been successful.

This letter will enable The M&I surveyor to issue a Fit for Purpose certificate subject to the outfit of the craft and sea trails being completed successfully.

Please accept my apologies for the delay in forwarding this acceptance.

Regards





29 May, 1996

File Ref: 21/3560/3

Mr H Pattullo
Pattullo Boatbuilding Ltd.
40 Niven Street
Onekawa
Napier

Re: Warwick Sportsfishing Vessel for [REDACTED]

Dear Sir

1. The following details of the Warwick Sportsfishing Vessel for Mr Penwarden are approved for a Class VI passenger vessel as noted below:

a) Hull:

- i) It is noted that the craft is 11m LWL, and 12.58 m LOA. The scantlings and structure of the craft are to be the same or if altered, larger than to those approved under M&I 21/3560/2.
- ii) All windows used in navigation are to be clear, not tinted.
- iii) Guard rail and bulwark height are not to be less than 750 mm. Guard rails are to consist of courses of rails or wires supported by stanchions and the opening between the lowest course and the deck shall not exceed 230 mm in height, and no opening above that course shall exceed 380 mm.
- iv) The access door from the aft cockpit to the superstructure shall have a door sill height of not less than 300 mm.
- v) Passenger numbers and egress requirements shall be to the local surveyor of ships satisfaction, giving due regard to the stability and freeboard requirements.
- vi) Engine vents are to be fitted with a means of shut off, in case of fire.
- vii) The minimum size and number of freeing ports are to be to the satisfaction of the local Surveyor of Ships.
- viii) It should be noted that the calculations for the pressure on the hull panels were obtained using a speed of 28 knots, as advised under M&I 21/3560/2.
- ix) The minimum freeboard at side above the deep waterline at the lowest point is not to be less than 532 mm. In launches fitted with a self draining cockpit the height of the cockpit sole above the water at the lowest point when loaded shall not be less than 250 mm.

b) Navigation Lights:

- i) The vessel is required to comply to the requirements of the Shipping (Distress Signals and Prevention of Collision) Regulations 1988.

c) Fire:

- The following is the minimum fire fighting equipment to be fitted on board, additional requirements may be made by M&I's Local Surveyor of Ships:

- i) One power or manually operated fire pump, capable of delivering a jet of water having a throw of 6m and reaching any part of the vessel, or two fire buckets.
- ii) For each fire hydrant the craft shall have one hose and one dual-purpose nozzle.
- iii) Three portable fire extinguishers, two of which are to be suitable for fighting oil type fires.
- iv) One fireman's type axe.

d) Shafting:

- Engine: Iveco (Fiat) 8061SRM33, rated at 186 kW @ 2700 RPM.
- Gearbox: Twin Disc MG5061A, 1.54:1 reduction.
- Propeller Diameter: 610 mm.
 - i) Propeller Shaft: 44.47 mm 2205 Avesta with a minimum UTS and yield strength of 800 MPa and 400 MPa respectively. The wear allowance is 1.0 mm.
 - ii) The maximum distance between bearing centers shall not exceed 1.992 m.
 - iii) The distance from the forward face of the propeller boss to aft face of the adjacent bearing shall not exceed 44.47 mm.
 - iv) *Installation and operation of the engine and gearbox shall be strictly according to the recommendations and limitations specified by the respective manufacturer.*
 - v) It should be noted that the engine is rated as a light duty engine which is only suitable for 2000 hours per year with 2 hours in 12 at full power.

e) Anchors:

- i) A total weight of stockless anchor of 39 kg is to be fitted on board, with 55 m of 8 mm chain cable. Alternatively the chain cable may be replaced with 20 mm manila, 14 mm nylon or 16 mm terylene with a 6 m chain pendant. If a high holding power anchor is used, the weight of the anchor may be reduced by up to 25%.

f) Tonnage:

- i) A tonnage certificate will need to be issued for this craft. This task can be completed by M&I's Local Surveyor of Ships.

2. All materials, construction, testing and installation shall be to the satisfaction of the local M&I Surveyor of Ships.

3. The following details are to be submitted or re-submitted to M&I for assessment. Additional notes have been given for your guidance:

a) Shafting:

- i) Details of the shaft bracket and coupling are to be forwarded to M&I for assessment.

b) Rudder & Stock:

- i) M&I has completed an assessment making estimates on the area and centroid of area of the rudder shown in the drawings supplied, and find that the proposed stock size is suitable if the stock material has a UTS and Yield of 550 MPa and 275 MPa respectively.
- ii) Note detailed drawings showing the construction and shape of the rudder are required to confirm these estimates.
- iii) The maximum hull speed shall not exceed 28 knots.

c) Steering:

- i) The main steering is to be capable of putting the rudder over from 35° on one side to 35° on the other with the craft at its deepest seagoing draught and running ahead at maximum speed.
- ii) Provision of a hand tiller on or near the rudder stock shall meet the requirements for auxiliary steering.
- iii) In every craft fitted with a power-operated steering gear the position of the rudder shall be indicated at the principal steering position.

d) Electrical: (Schematic)

- i) Note is to be taken of the attached MSA Circular letter number 76.
- ii) Batteries are to be located as high above the bilges as practicable, and shall be well secured against movement.
- iii) Batteries for radiotelephone installations shall be installed in accordance with the requirements of the shipping (radio) regulations 1989.

e) Bilge: (Schematic)

- i) The vessel is to be fitted with one main engine and one hand powered bilge pump which can serve all watertight compartments.
- ii) All suctions are to be fitted with a strum box and the engine room suctions shall be fitted with a mud box.
- iii) The internal diameter of the bilge main shall not be less than 40 mm and the branch lines shall not be less than 35 mm.
- iv) The main engine pump shall have a minimum capacity of 9.05 m³/hour.
- v) The valves in the bilge manifold shall be of the non-return type or non-return valves shall be fitted in each bilge branch line.
- vi) Valves in the engine compartment shall be of metallic construction.
- vii) The engine compartment is to be fitted with a bilge level device, which shall be connected to an audible alarm located near the steering position.

f) Tanks:

- i) The tank shall have a drain valve or cock located at the lowest point of the tank, the open end of the drain shall be blanked with a screwed plug.
- ii) Each tank outlet shall have with a fuel shut-off valve or cock. Non-metallic piping and fittings shall not be fitted between the tank and this valve or cock.
- iii) Fuel piping is to be seamless steel or heavy gauge copper. Short lengths of approved flexible piping may be fitted where required to absorb movement. Non-metallic fittings shall not be used.
- iv) A means of establishing the contents of the tank shall be provided. If a gauge glass is fitted, self closing valves shall be fitted between the gauge glass and the tank.
- v) The tank shall be subject to a test equivalent to a head of 2.5 metres of fresh water above the top of the tank.
- vi) The fuel tank vents are to terminate in a gooseneck, the top of the bend not being less than the height of the bulwark or top of the guard rails. Where the vent is 18 mm diameter or greater, the vent shall have a corrosion resistant wire gauze screen, with an open area not less than the cross section of the vent.

g) Stability:

- i) On completion the craft is to be subject to a tilt test with two-thirds of the passengers on one side and one third on the other, and the resulting angle shall not exceed seven degrees. A further test shall demonstrate that when all the passengers are on one side

of the craft the angle of heel shall not exceed fifteen degrees. For the purpose of each test the passengers shall be located at one quarter the beam from the ships centre line. A surveyors letter of compliance is required.

Yours sincerely




Surveyor of Ships
Marine & Industrial Safety Inspection Services Limited

Copy:



Napier

Phone (06) 

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MARITIME SAFETY AUTHORITY
OF NEW ZEALAND

Te Mana Ārai Hauata Moana o Aotearoa

Withheld under section 9(2)(a) of the Official Information Act 1982

OUR FILE REF: 53/0/1
22 AUGUST 1995

TO : Maritime Safety Inspectors
Survey Organisations
Safe Ship Management Services

MSA CIRCULAR LETTER NO. 76

**ELECTRICAL WIRING STANDARDS IN SURVEYED NZ SHIPS OF
LESS THAN 35 METRES IN LENGTH**

MSA now accept the standards given in the Para. 27 (Electrical Equipment Extra Low Voltage) of Part 4 of Section 9 of the *Australian Uniform Shipping Laws Code, 1993*. Therefore it is permitted to use automotive cables complying with the Australian Standard 2218 in low voltage electrical supply systems not exceeding 32 volts, for ships less than 35 metres

For higher voltage DC and AC systems wiring is required to comply with IEE Regulations for the Electrical and Electronic Equipment of ships or the relevant provisions of a Classification Society.


Engineer Adviser
FLAG/PORT STATE CONTROL

Level 8, AMP House, 109 Featherston Street, PO Box 27006 Wellington, New Zealand.

Telephone: 04-473 0111

Facsimile: 04-473 6699 / 04-473 8111 / 04-473 0999



Withheld under section 9(2)(a) of the Official Information Act 1982

MARINE & INDUSTRIAL SAFETY INSPECTION SERVICES LIMITED
275-281 UPPER CUBA ST
P.O. BOX 17147
WELLINGTON
NEW ZEALAND
TELEPHONE (04) 382 9666
FACSIMILE (04) 385 9311
0 8 0 0 - 1 0 3 . 4 3 3

6 June, 1996

File Ref: 21/3560/3



Auckland



Re: Fuel tanks for Pattullo Boatbuilders.

Dear Sir

The details of the Fuel tanks for Pattullo Boatbuilders as submitted under your fax dated 5th June 1996, are approved for a Class VI passenger vessel as noted below:

Tanks:

1. The proposal to subdivide the top of the tank with two stiffeners and the large bottom panel with one is approved and thus the use of 3 mm 5251 H34 alloy is also approved.
2. All other points raised in M&I's letter dated 23rd May 1996 remain applicable.

All materials, construction, testing and installation shall be to the satisfaction of the local M&I Surveyor of Ships.

Yours sincerely



Surveyor of Ships
Marine & Industrial Safety Inspection Services Limited

Copy:



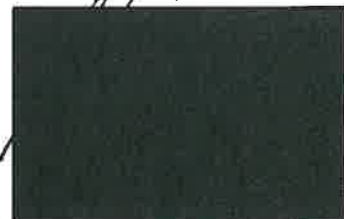
Phone (09)



Phone (06)

21/3560/3

2 FUEL TANKS
TESTED TO 2.5 M HEAD
24/06/96



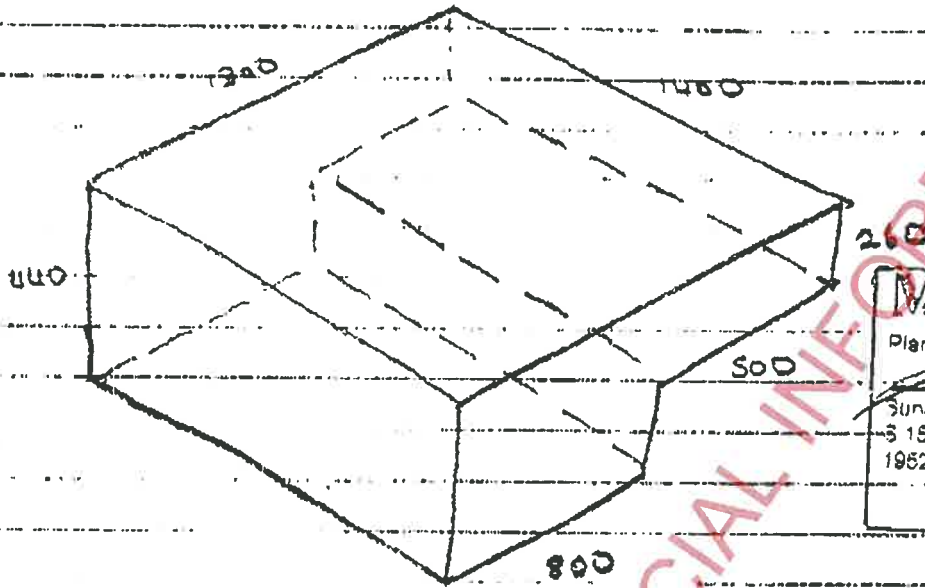
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Withheld under section 9(2)(a) of the Official Information Act 1982

FUEL TANK construction

5 June 1996

FOR: PARADISE BOATBUILDING LTD



21/3560/3
 Marine & Industrial Safety
 Inspection Services Limited
 Plans and Specifications Approved by
 6/6/96
 Survivor of Ships, appointed under
 s 15B of the Shipping and Seamen Act
 1952
 Technical Services Office
 Wellington - New Zealand

Check baffle size using $\sigma = 231 \text{ mpa}$

$$t_1 = \sqrt{\frac{410}{231}} t = 1.332 t$$

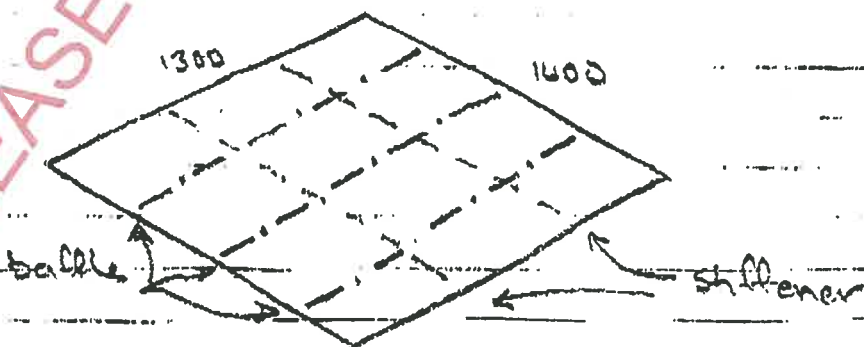
a) Top panel - 1300 x 1400

Use 3 baffles side to side $\therefore a = \frac{1300 - 12}{4} = 347$

Use 2 stiffeners $\therefore b = \frac{1300 - 12}{3} = 430$

$$b/a = 430/347 = 1.24 \quad \therefore c = 0.258$$

$$t = (1.332)(0.024)(347)(0.258) = 2.86 \text{ mm}$$



2 FUEL TANKS
 TESTED TO 2.5M
 HORD

24/06/96

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b) Bottom panel

1. Small panel 500 x 347 ✓ 3mm OK

2. Large panel 800 x 347
use 1 stiffener

$b/a = 400/347 = 1.15$ $C = 0.226$

$t_1 = (1.332)(0.024)(347)(0.226) = 2.51$

3mm OK

c) Side panels - OK


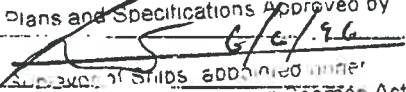
d) End panels
use stiffener to break panels into

500 x 260

800 x 260

e) Stiffener size 50mm x 4mm

21/3560/3

	Martin & Industrial Services Inspection Service Limited
Plans and Specifications Approved by	
	
6/6/96	
Approval of Ships authorized under	
S 145 of the Shipping and Seafarers Act	
1952	
Technical Services Office	
Wellington, New Zealand	

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Withheld under section 9(2)(a) of the Official Information Act 1982

MARINE & INDUSTRIAL
SAFETY INSPECTION
SERVICES LIMITED
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WELLINGTON
NEW ZEALAND
TELEPHONE (04) 382 9666
FACSIMILE (04) 385 9311
0 8 0 0 - 1 0 3 - 4 3 3



21 May, 1996

File Ref: 21/3560/3

Mr H Pattullo
Pattullo Boatbuilding Ltd.
40 Niven Street
Onekawa
Napier

Re: Warwick Sportsfishing Vessel for [REDACTED]

Dear Sir

1. The following details of the Warwick Sportsfishing Vessel for [REDACTED] are approved for a Class VI passenger vessel as noted below:

a) Hull:

- i) It is noted that the craft is 11m LWL, and 12.58 m LOA. The scantlings and structure of the craft are to be the same or if altered, larger than to those approved under M&I 21/3560/2.
- ii) All windows used in navigation are to be clear, not tinted.
- iii) Guard rail and bulwark height are not to be less than 750 mm. Guard rails are to consist of courses of rails or wires supported by stanchions and the opening between the lowest course and the deck shall not exceed 230 mm in height, and no opening above that course shall exceed 380 mm.
- iv) The access door from the aft cockpit to the superstructure shall have a door sill height of not less than 300 mm.
- v) Passenger numbers and egress requirements shall be to the local surveyor of ships satisfaction, giving due regard to the stability and freeboard requirements.
- vi) Engine vents are to be fitted with a means of shut off, in case of fire.
- vii) The minimum size and number of freeing ports are to be to the satisfaction of the local Surveyor of Ships.
- viii) It should be noted that the calculations for the pressure on the hull panels were obtained using a speed of 28 knots, as advised under M&I 21/3560/2.
- ix) The minimum freeboard at side above the deep waterline at the lowest point is not to be less than 532 mm. In launches fitted with a self draining cockpit the height of the cockpit sole above the water at the lowest point when loaded shall not be less than 250 mm.

b) Navigation Lights:

- i) The vessel is required to comply to the requirements of the Shipping (Distress Signals and Prevention of Collision) Regulations 1988.

c) Fire:

- The following is the minimum fire fighting equipment to be fitted on board, additional requirements may be made by M&I's Local Surveyor of Ships:
 - i) One power or manually operated fire pump, capable of delivering a jet of water having a throw of 6m and reaching any part of the vessel, or two fire buckets.
 - ii) For each fire hydrant the craft shall have one hose and one dual-purpose nozzle.
 - iii) Three portable fire extinguishers, two of which are to be suitable for fighting oil type fires.
 - iv) One fireman's type axe.

d) Shafting:

- Engine: Iveco (Fiat) 8061SRM33, rated at 186 kW @ 2700 RPM.
- Gearbox: Twin Disc MG5061A, 1.54:1 reduction.
- Propeller Diameter: 610 mm.
 - i) Propeller Shaft: 44.47 mm 2205 Avesta with a minimum UTS and yield strength of 800 MPa and 400 MPa respectively. The wear allowance is 1.0 mm.
 - ii) The maximum distance between bearing centers shall not exceed 1.992 m.
 - iii) The distance from the forward face of the propeller boss to aft face of the adjacent bearing shall not exceed 44.47 mm.
 - iv) *Installation and operation of the engine and gearbox shall be strictly according to the recommendations and limitations specified by the respective manufacturer.*

e) Anchors:

- i) A total weight of stockless anchor of 39 kg is to be fitted on board, with 55 m of 8 mm chain cable. Alternatively the chain cable may be replaced with 20 mm manila, 14 mm nylon or 16 mm terylene with a 6 m chain pendent. If a high holding power anchor is used, the weight of the anchor may be reduced by up to 25%.

f) Tonnage:

- i) A tonnage certificate will need to be issued for this craft. This task can be completed by M&I's Local Surveyor of Ships.

2. All materials, construction, testing and installation shall be to the satisfaction of the local M&I Surveyor of Ships.
3. The following details are to be submitted or re-submitted to M&I for assessment. Additional notes have been given for your guidance:

a) Shafting:

- i) Details of the shaft bracket and coupling are to be forwarded to M&I for assessment.

b) Rudder & Stock:

- i) M&I has completed an assessment making estimates on the area and centroid of area of the rudder shown in the drawings supplied, and find that the proposed stock size is suitable if the stock material has a UTS and Yield of 550 MPa and 275 MPa respectively.
- ii) Note detailed drawings showing the construction and shape of the rudder are required to confirm these estimates.
- iii) The maximum hull speed shall not exceed 28 knots.

c) Steering:

- i) The main steering is to be capable of putting the rudder over from 35° on one side to 35° on the other with the craft at its deepest seagoing draught and running ahead at maximum speed.
- ii) Provision of a hand tiller on or near the rudder stock shall meet the requirements for auxiliary steering.
- iii) In every craft fitted with a power-operated steering gear the position of the rudder shall be indicated at the principal steering position.

d) Electrical: (Schematic)

- i) Note is to be taken of the attached MSA Circular letter number 76.
- ii) Batteries are to be located as high above the bilges as practicable, and shall be well secured against movement.
- iii) Batteries for radiotelephone installations shall be installed in accordance with the requirements of the shipping (radio) regulations 1989.

e) Bilge: (Schematic)

- i) The vessel is to be fitted with one main engine and one hand powered bilge pump which can serve all watertight compartments.

- ii) All suction are to be fitted with a strum box and the engine room suction shall be fitted with a mud box.
- iii) The internal diameter of the bilge main shall not be less than 40 mm and the branch lines shall not be less than 35 mm.
- iv) The main engine pump shall have a minimum capacity of 9.05 m³/hour.
- v) The valves in the bilge manifold shall be of the non-return type or non-return valves shall be fitted in each bilge branch line.
- vi) Valves in the engine compartment shall be of metallic construction.
- vii) The engine compartment is to be fitted with a bilge level device, which shall be connected to an audible alarm located near the steering position.

f) Tanks:

- i) The tank shall have a drain valve or cock located at the lowest point of the tank, the open end of the drain shall be blanked with a screwed plug.
- ii) Each tank outlet shall have with a fuel shut-off valve or cock. Non-metallic piping and fittings shall not be fitted between the tank and this valve or cock.
- iii) Fuel piping is to be seamless steel or heavy gauge copper. Short lengths of approved flexible piping may be fitted where required to absorb movement. Non-metallic fittings shall not be used.
- iv) A means of establishing the contents of the tank shall be provided. If a gauge glass is fitted, self closing valves shall be fitted between the gauge glass and the tank.
- v) The tank shall be subject to a test equivalent to a head of 2.5 metres of fresh water above the top of the tank.
- vi) The fuel tank vents are to terminate in a gooseneck, the top of the bend not being less than the height of the bulwark or top of the guard rails. Where the vent is 18 mm diameter or greater, the vent shall have a corrosion resistant wire gauze screen, with an open area not less than the cross section of the vent.

g) Stability:

- i) On completion the craft is to be subject to a tilt test with two-thirds of the passengers on one side and one third on the other, and the resulting angle shall not exceed seven degrees. A further test shall demonstrate that when all the passengers are on one side of the craft the angle of heel shall not exceed fifteen degrees. For the purpose of each test the passengers shall be located at one quarter the beam from the ships centre line. A surveyors letter of compliance is required.

Yours sincerely

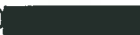


**Surveyor of Ships
Marine & Industrial Safety Inspection Services Limited**

Copy:



Phone (06)



RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982



MARITIME SAFETY AUTHORITY
OF NEW ZEALAND

Te Mana Ārai Hauata Moana o Aotearoa

Withheld under section 9(2)(a) of the Official Information Act 1982

OUR FILE REF: 53/0/1
22 AUGUST 1995

TO : Maritime Safety Inspectors
Survey Organisations
Safe Ship Management Services

MSA CIRCULAR LETTER NO. 76

**ELECTRICAL WIRING STANDARDS IN SURVEYED NZ SHIPS OF
LESS THAN 35 METRES IN LENGTH**

MSA now accept the standards given in the Para. 27 (Electrical Equipment Extra Low Voltage) of Part 4 of Section 9 of the *Australian Uniform Shipping Laws Code, 1993*. Therefore it is permitted to use automotive cables complying with the Australian Standard 2218 in low voltage electrical supply systems not exceeding 32 volts, for ships less than 35 metres

For higher voltage DC and AC systems wiring is required to comply with IEE Regulations for the Electrical and Electronic Equipment of ships or the relevant provisions of a Classification Society.


Engineer Adviser
FLAG/PORT STATE CONTROL

Level 8, AMP House, 109 Featherston Street, PO Box 27006 Wellington, New Zealand.
Telephone: 04-473 0111

Facsimile: 04-473 6699 / 04-473 8111 / 04-473 0999



23 May, 1996

File Ref: 8/3560/1



Auckland

Re: Fuel tanks for Pattullo Boatbuilders (ref no: 21/3560/3)

Dear Sir

The following details of the Fuel tanks for Pattullo Boatbuilders (ref no: 21/3560/3) are approved for a Class VI passenger vessel as noted below:

Tanks:

1. The proposed use of 3 mm thick aluminium alloy 5251 - H34 is suitable providing the material is certificated as having a UTS of not less than 262 MPa. If the material can not be provided with uniquely identifiable proof of its UTS, it is M&I's normal policy to use a minimum UTS of 231 MPa which result in the minimum allowable thickness of 3.2 mm.
2. Attached is a listing of the minimum UTS values used by M&I for a range of alloys.
3. The tank shall have a drain valve or cock located at the lowest point of the tank, the open end of the drain shall be blanked with a screwed plug.
4. Each tank outlet shall have with a fuel shut-off valve or cock. Non-metallic piping and fittings shall not be fitted between the tank and this valve or cock.
5. Fuel piping is to be seamless steel or heavy gauge copper. Short lengths of approved flexible piping may be fitted where required to absorb movement. Non-metallic fittings shall not be used.
6. A means of establishing the contents of the tank shall be provided. If a gauge glass is fitted, self closing valves shall be fitted between the gauge glass and the tank.
7. The tank shall be subject to a test equivalent to a head of 2.5 metres of fresh water above the top of the tank.
8. The fuel tank vents are to terminate in a gooseneck, the top of the bend not being less than the height of the bulwark or top of the guard rails. Where the vent is 18 mm diameter or greater, the vent shall have a corrosion resistant wire gauze screen, with an open area not less than the cross section of the vent.

All materials, construction, testing and installation shall be to the satisfaction of the local M&I Surveyor of Ships.

Yours sincerely



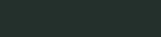
Surveyor of Ships
Marine & Industrial Safety Inspection Services Limited

Copy:



Phone (09) 



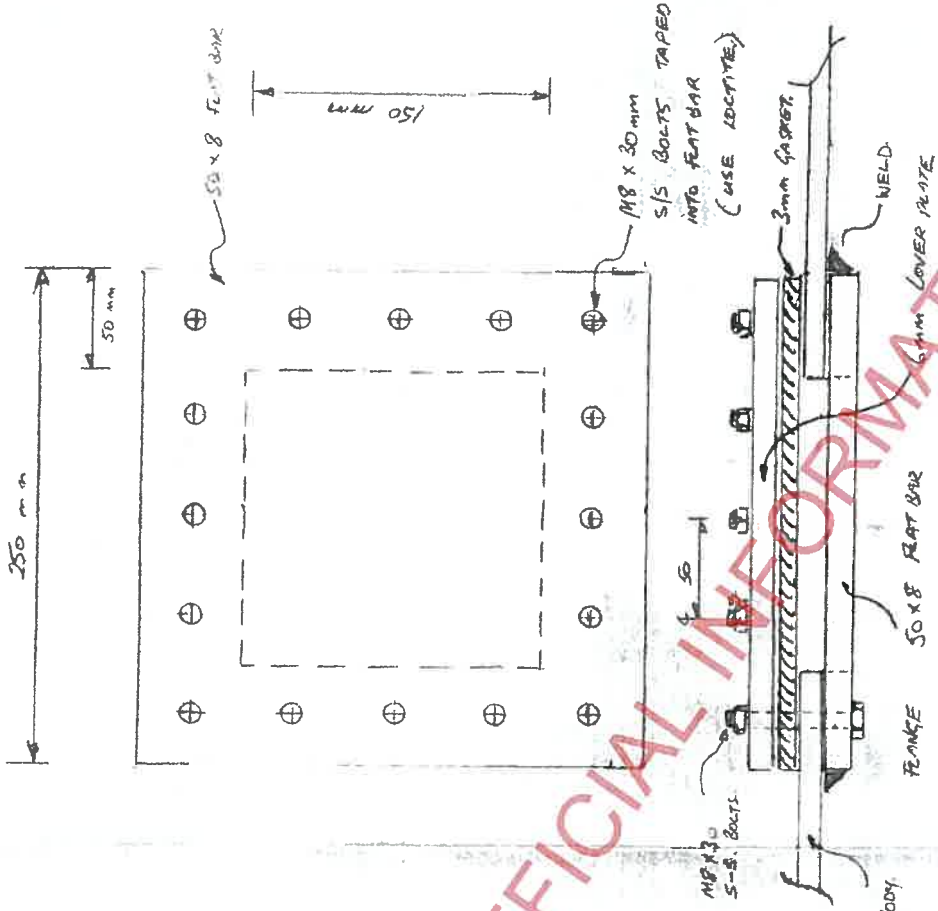
Phone (06) 

Mr H Pattullo
Pattullo Boatbuilding Ltd
40 Niven Street
Onkawa
Napier.

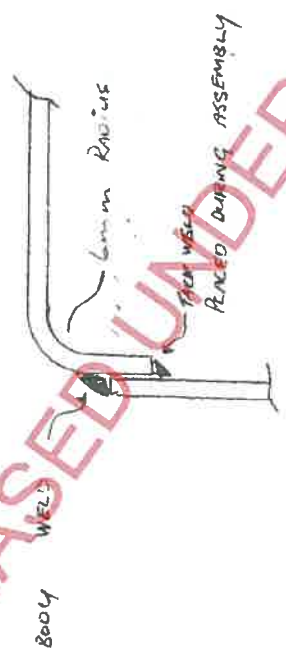
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S70 INSPECTION PORT DETAIL.



S70 WELD DETAILS.



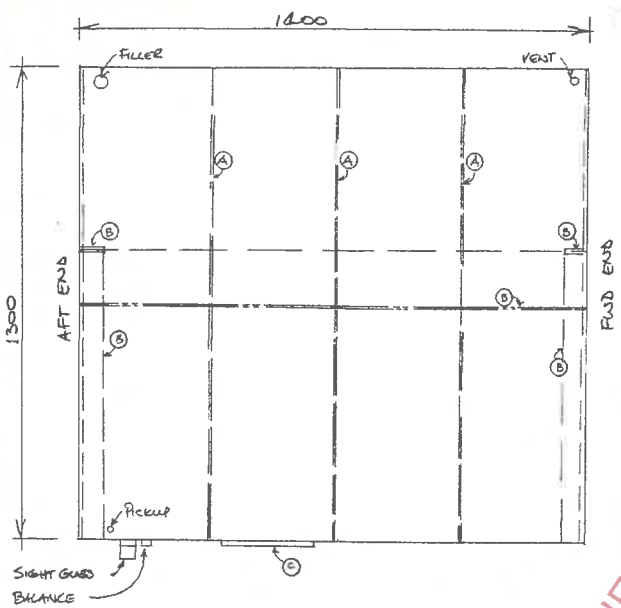
WELD.
 Marine & Industrial Safety
 Inspection Services Limited
 Plans and specifications approved by
 5-23/5/96
 in favor of Ships, acquired under
 S 15D of the Shipping and Seamen Act
 1952
 Technical Services Office
 Wellington, New Zealand

8/3560/1
 DATE RECD - 6 MAY 1996
 FILE NO. 8/3560/1
 DRAWING STATUS 3

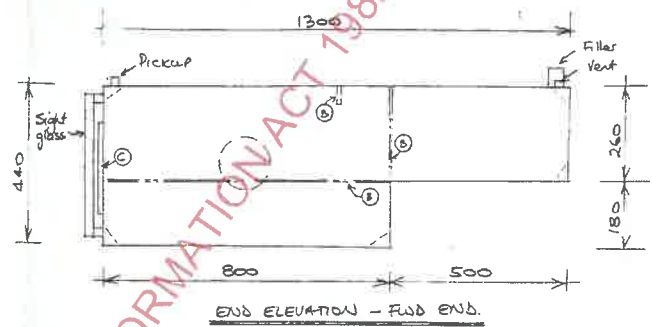
INSPECTION PORT DETAIL / SEAM - WELDING DETAIL / TANK END WELDING DETAIL / C 6 P FUEL - S/S DETAILS

NO. OF SHEETS	1
SHEET NO.	1
DATE	
CHECKED BY	
SCALE	

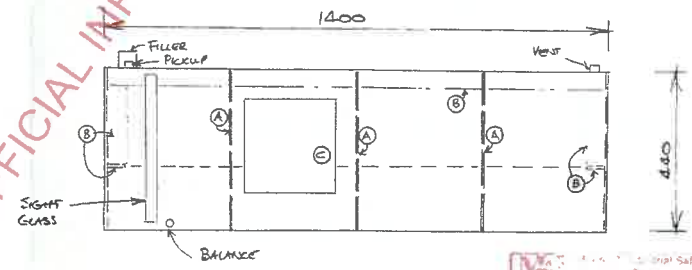
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PLAN VIEW - PORT TANK



END ELEVATION - FWD END



SIDE ELEVATION - KEEL SIDE

- LEGEND:
- (A) FULL BOPLES
 - (B) PANEL STIFFENER 50mm x 4mm
 - (C) M & I INSPECTION MATCH (SEE ATTACHED DETAIL)
 - (O)

NOTE: TWO FUEL TANKS - PORT & STARBOARD
 THE STARBOARD TANK IS TO BE A MIRROR IMAGE OF THE PORT TANK

8/3560/1
 - 8 MAY 1936

M&I Engineering Services Limited
 Plans Department
 23/5/36
 315
 1936

- CONSTRUCTION NOTES:
- Aluminium tanks to be 5251 grade 3mm thick
 - Stripper welding can be staggered intermittently. 75mm in length with 75mm gap (maximum)

DETAILS ARE TO BE AMENDED IN ACCORDANCE WITH M & I LETTER DATED 23 MAY 1936

PORT & STARBOARD FUEL TANKS - PATULLO BOATBUILDING LTD

SCALE 1:10 DRAWN H63 05/36

To: Marine & Industrial
Cuba St,
Wellington

Attention: [Redacted]

Your Reference 21/3560/3

Dear [Redacted]

Yes, I got your message on Friday regards to the length of the tiller arms. The centre of stock to centre of connecting rod pivot will be 380mm. See following sketch for detail. At this stage I am intending to fabricate these from 304L s/s. The weight of these arms can be increased if you felt that they are a bit light.

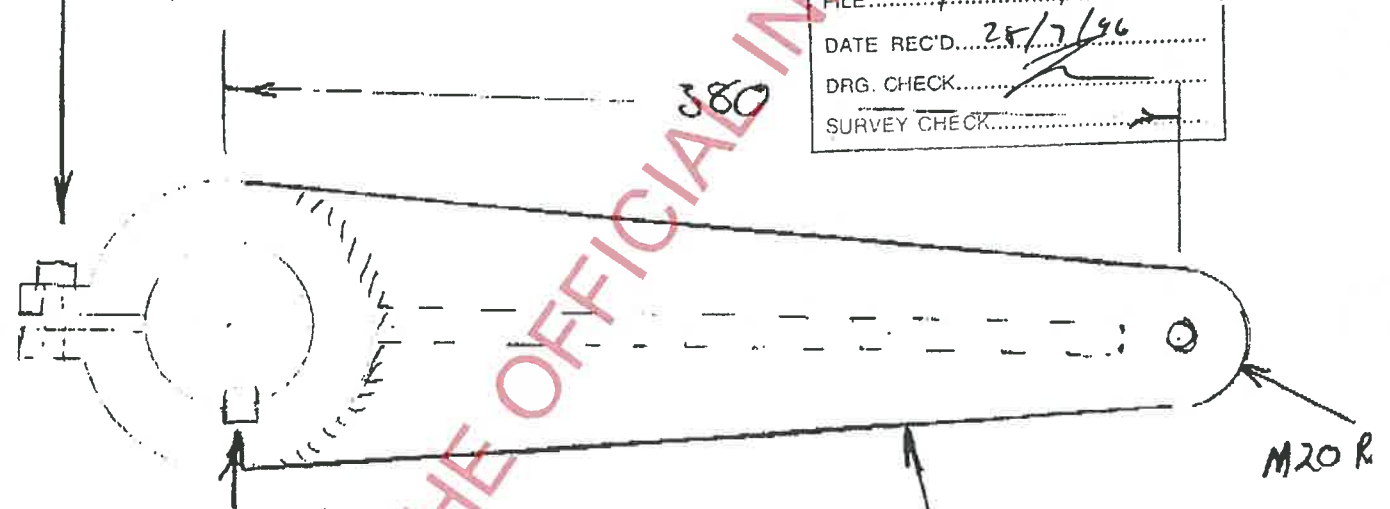
For the supply of the 2.25" (57.15) stock material, is material verification under the ISO 9000 system by the supplier OK with their heat No. transfers or is it still a requirement to get M&I to do this.

Hope to hear from you soon.

Regards,
[Redacted]

SAFETY INSPECTION SERVICES	
DRAWING STATUS	
FILE	21/3560/3
DATE REC'D	25/7/96
DRG. CHECK	[Signature]
SURVEY CHECK	[Signature]

M10 Cap Screw Clamp Bolts.

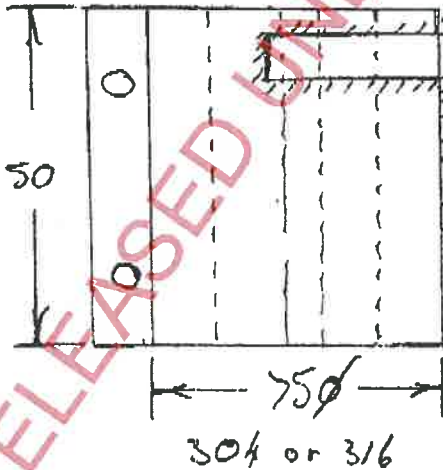


Standard Key To Suit

500

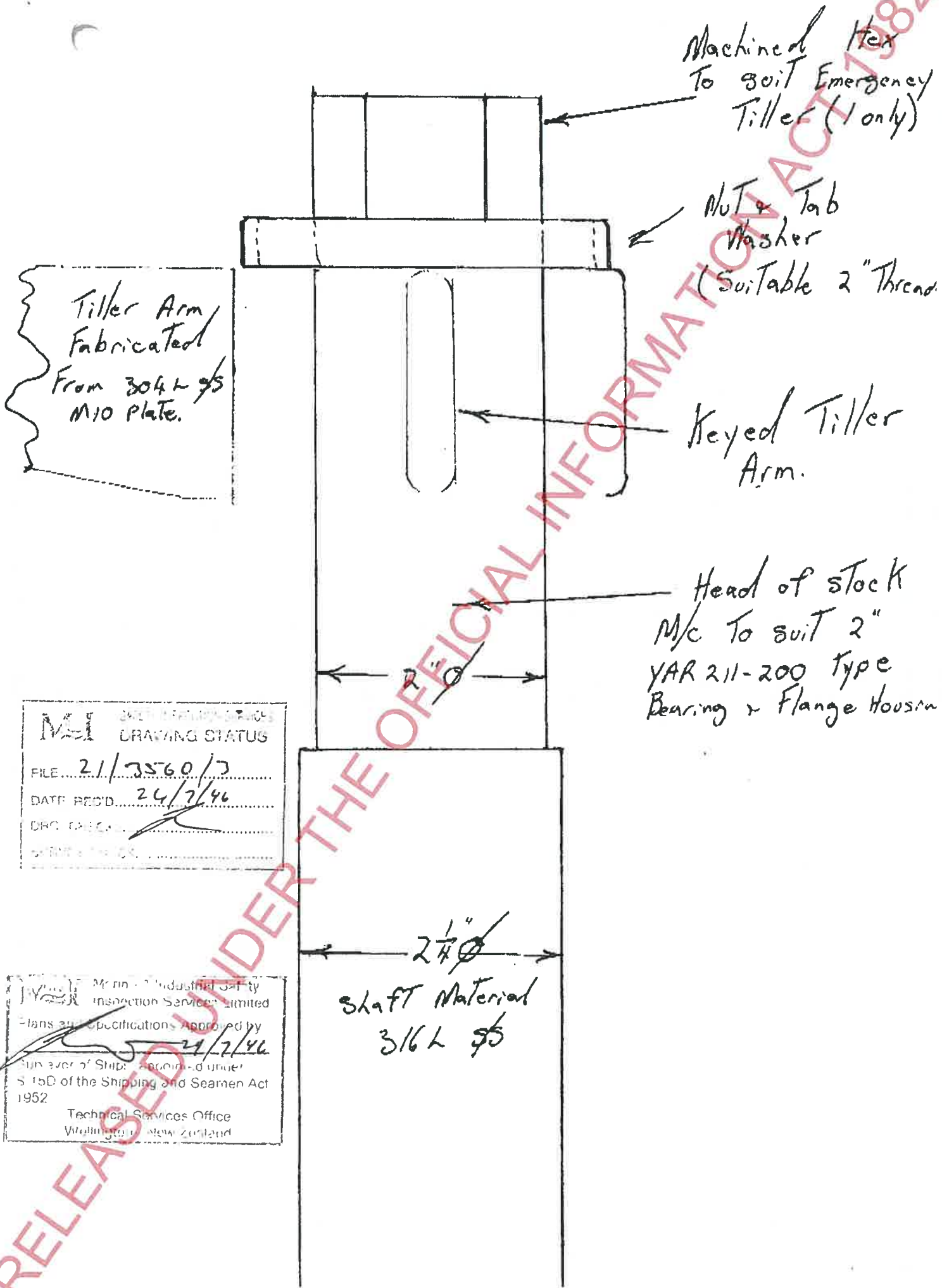
Approved by
[Signature]
24/7/96
Technical Services Office

M10 304L
with M10 Stiffener
under



Drill To
Suit Rod End

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MEI TECHNICAL SERVICES
DRAWING STATUS

FILE 21/3560/3

DATE RECD. 24/7/46

DRG. CHECK. *[Signature]*

DATE OF ISSUE. *[Signature]*

Ward Marine & Industrial Safety
Inspection Services Limited

Plans and Specifications Approved by *[Signature]* 24/7/46

Sign over of Ship: Approved under
S 15D of the Shipping and Seamen Act
1952

Technical Services Office
Wellington, New Zealand

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Copy:



Phone (06)



H Pattullo
Pattullo Boatbuilding Ltd
40 Niven Street
Onekawa
Napier.

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29 July, 1996

File Ref: 21/3560/3



Re: 13 m Warwick Sportsfishing Vessel.

Dear Sir

1. The following details of the 13 m Warwick Sportsfishing Vessel, being built by Pattullo Boatbuilding Ltd, are approved for a Class VI passenger vessel as noted below:

a) Rudder:

- i) The maximum hull speed shall not exceed 28 knots.
- ii) M&I has completed an assessment calculating the area and centroid of area of the rudder shown in the drawings submitted under your fax dated 24th July 1996, and find that the proposed stock size is suitable if the stock material has a UTS and Yield of 730 MPa and 365 MPa respectively. It is unlikely that 316 stainless will be available at this strength and M&I would recommend the stock is fabricated from 2205 Avesta.
- iii) Your proposal of reducing the stock diameter to 50.82 mm in order to fit a keyed tiller arm is acceptable, providing the above is complied with.

2. All materials, construction, testing and installation shall be to the satisfaction of the local M&I Surveyor of Ships.

3. Thankyou for your fax dated 28th July 1996 giving details of the tiller arm. The question you raised under this fax about verification of the stock. M&I is investigating the options in this area, but as yet does not have a definitive policy, therefore the local surveyor still needs to confirm the material and stamp the stock. In order to aid M&I's investigations could you please request that the stock suppliers submit a copy of their ISO certificate and scope to M&I.

Yours sincerely



Surveyor of Ships
Marine & Industrial Safety Inspection Services Limited



FACSIMILE COVER SHEET

MARINE & INDUSTRIAL
SAFETY INSPECTION
SERVICES LIMITED
275-281 UPPER CUBA ST
P. O. BOX 27347
WELLINGTON
NEW ZEALAND
TELEPHONE (04) 382 9666
FACSIMILE (04) 383 9311
HEAD OFFICE WGTON
0800 - 103 - 433

Technical Services - Wellington

Attention	[REDACTED]	Fax	06 8351 215
Company	[REDACTED]		
From	[REDACTED]	Phone (04)	[REDACTED]
Position	Surveyor of Ships	Fax	(04) 385 9311
Date	15/11/96 10:08 AM		
Pages	1	Our Ref:	21/3560/3

Dear [REDACTED]

I have calculated the freeing ports using Lloyds rule for small craft and yachts, as follows:

$$A = 0.01Lh + 0.035Lh^2$$

as $L = 2.3 \text{ m}$ and $h = 0.75 \text{ m}$

The area of freeing ports per side = 0.0625 m^2

Therefore I'm happy with the craft as is.

Follows a copy of the engine, gearbox approval for the vessel 21/394/1. All appears to be OK.

Regards



This communication is intended only for the use of the individual/entity to which it is addressed and may contain information that is privileged and confidential. If you are not the intended recipient, you must not disseminate, distribute, peruse or copy this communication. If you receive this communication in error, please notify the sender immediately.



Withheld under section 9(2)(a) of the Official Information Act 1982

NEW ZEALAND TONNAGE CERTIFICATE

And Surveyor's Tonnage Certificate.
For ships of less than 24 metres in length.

Name of Ship		Official Number		Port of Registry	
"TAGIT"					
Where Built		Year of Completion		Name and Address of Builders	
NAPIER				Pattullo Boatbuilding Ltd 40 NIVUA ST, NAPIER.	
DESCRIPTIVE PARTICULARS		REGISTER DIMENSIONS		METRES	
Number of decks ... One		Length		12.77	
Number of masts ... One		Breadth		4.28	
Rigged ... Not		Depth		1.54	
Stem ... Curved					
Stern ... Transom.		MAIN DIMENSIONS AS DEFINED IN THE SHIPPING TONNAGE RULES 1976, SECOND SCHEDULE		METRES	
Build ... Carvel		Length		11.99	
Type of ship ... Commercial Launch		Maximum Breadth		4.28	
Principal Material of construction ... Wood		Depth		1.77	
Number of bulkheads ... 4 WT.					
Under Deck Tonnage		PARTICULARS OF TONNAGE		Deck Erections	
$11.99 \times 4.28 \times 1.77 \times 0.8$ $\frac{2.83}{2.83}$ $= 19.25t.$		Underdeck tonnage		19.25	
Deck Erections Tonnage		Breaks in the upper deck		12.45	
$\frac{35.24}{2.83}$ $= 12.45t$		Deck erections		12.45	
GROSS TONNAGE:		31		FWD = 6.90m ³	
NET TONNAGE:		23		Accomm. = 12.80m ³	
				Main Cabin = 15.54m ³	
				Total = 35.24m ³	
I, the undersigned Surveyor appointed by the Director of Maritime Safety, hereby certify that:					
(i) The tonnages of this ship have been determined in accordance with the provisions of the Shipping Tonnage Rules 1976, Second Schedule, and that the above particulars are true.					
* (ii) That a scale of measurement denoting its draught of water has been marked on each side of its stem, and of its stern post.					
Dated at			Issued at		
this 1 day of			this day of		
19			19		
[Redacted]			Surveyor of Ships.		
*Delete if not applicable					



PARTICULARS OF MARINE SHAFTING

File/yard No or Name of Ship 'TAGIT'

5163

INTERMEDIATE SHAFT	
Minimum diameter:	/
Material (mild steel, nickel chrome, etc):	
Has this shafting material been tested?	
Ultimate tensile strength and elongation percent:	
Yield point or proof stress:	
THRUST SHAFT (If not incorporated in gearbox)	
Minimum diameter:	/
Material (mild steel, nickel chrome, etc):	
Has this shafting material been tested?	
Ultimate tensile strength and elongation percent:	
Yield point or proof stress:	
PROPELLER (TAIL) SHAFT	
Minimum diameter (immediately forward of propeller):	50.7 mm
Material (mild steel, bronze, stainless steel, etc.):	2205; Avesta.
Has this shafting material been tested?	
Ultimate tensile strength and elongation percent:	
Yield point or proof stress:	
Continuous or non-continuous liner:	
Method of fitting (sweated, pressed or shrunk):	
Thickness and material of liner:	
Length of bearing next to and supporting propeller:	200 mm.
PROPELLER	
Material:	
Diameter:	560 mm
Pitch:	610 mm.

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SHAFT COUPLINGS

Coupling	Shaft	Crank	Thrust (Gearbox or Separate)Intermediate	Propeller
Separate or solid				
Material				
Radius of fillet				
Number and diameter of bolts				
Radius of bolt circle				
Breadth and depth of keyway in shaft				

Signature

Date: ____ / ____ / ____

Surveyor's remarks: _____

Rule size shaft diameters: _____

Intermediate: _____

Thrust: _____

Propeller: _____

Signature

Date: ____ / ____ / ____

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S A F E T Y
I N S P E C T I O N
S E R V I C E S

Ngā Ratonga Arai
Mate Ahumahi,
Taitimōana

PARTICULARS OF MARINE PROPULSION MACHINERY

File/Yard No. or Name of Ship

"TAGIT"

5362

ENGINE		
Makers name and address:	(FIAT)	** IVECO-AIKO S.P.A. MILAN, ITALY
Model No.		** 8061.SRM33
Date of manufacture and serial No.	P: 260686 S: 260672*	** 1995.
Classification Society under which built:		**
Type (petrol, diesel, etc.):		** Diesel
Kilowatts/ BHP (Continuous ^{Light} heavy duty marine rating):	(Int.)	** 186
R.P.M. (at above rating):		** 2700
Cycle (four or two)		** 4
Cylinders — number:		** 6
— bore:		104mm
— stroke:		115mm.
Approved by Head Office Survey Circular No.		** 1988/39.
Compression pressure:		
Maximum pressure:		
*Mean indicated pressure:		
*Do two cylinders fire simultaneously?		
Diameter of flywheel:		
Weight of flywheel:		
*Total weight of balance weights at each crank:		
*Radius of gyration of balance weights at each crank:		
Span between consecutive main bearings supporting cranks, measured from inner edge to inner edge.		
Crankshaft — built up or solid:		
— diameter of journals:		
— diameter of pins:		
Crankwebs — breadth: (transverse to shaft axis)		
— width: (parallel to shaft axis)		
Crankshaft material (mild steel, nickel chrome, etc.):		
Has this shafting material been tested?		
Ultimate tensile strength and elongation percent:		

*Not required for petrol engines.

GEARBOX		
Make:	**	Twin Disc
Model:	**	MG 506.1A.
Gear ratio:	**	1.54 : 1
Approved by Head Office Survey Circular No.	**	.
Input shaft — spline major diameter:		
— spline root diameter:		
— material specification No.		
— ultimate tensile strength and elongation percent:		
Output shaft — spline major diameter:		
— spline root diameter:		
— material specification No.		
— ultimate tensile strength and elongation percent:		
Does thrust shaft also transmit torque?		


NOTE: Where engine and/or gearbox have been approved and are covered by a Marine & Industrial Instructions, only the items marked ** need be entered.

Owners/Agents Signature: _____

Date: ____/____/____

Surveyor's remarks: Engine / Gearbox approved as per H/O Ref
21/356013 of 21/05/96.

Engine power factor _____

Signature:  _____

Surveyor of Ships

Date: 9/01/97



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S A F E T Y
I N S P E C T I O N
S E R V I C E S

Nga Ratonga Arai
Mate Ahumahi,
Taitimona

PARTICULARS SHEET FOR WOODEN HULLS

FILE REF: 21/3360/3

Date of Building: 1996 Name or Hull No.: "TAGIT" (229-2)

Name and Address of Builder: PATULLO BOATBUILDING LTD ONEKAWA NAPIER

Register Length: 12.77m Breadth: 4.28m Depth: 1.54m

Item	Material	Minimum Requirements	As Fitted
KEEL	LAM. KAURI H/WOOD CAP	WOOD	+ GLASS VRE INFORCED
Siding			
Moulding			
Section area			
HOG	LAM. KAURI	3 LAM 200x20	+ GLASS + RE INFORCED
Siding		200	
Moulding		60	
Section area			
STEM	LAM. KAURI		
Siding at heel		60	
Moulding at heel		120	
Stem—solid (no apron)		60	
Siding		60	PACKED AND CLASSED 500MM
Moulding (at heel)		120	
Section area			
APRON	LAM. KAHIKATEA		
Siding at deck line			
Moulding at deck line			
FORE DEADWOOD	RE INFORCED GLASS		
Siding			
Moulding			
STERN POST	LAM. KAHIKATEA		
Siding			
Moulding			

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Item	Material	Minimum Requirements	As Fitted
HORN TIMBERS			
Siding			
Moulding			
AFT DEADWOODS —Shaft log	RE INFORCED GLASS		
Siding			
Moulding			
FLOORS	KAHIKATEA	WOOD 80 x 20	
Siding		80	
Moulding		20	
Spacing		350	350
FRAMES (Transverse)			
Siding—finished size			
Moulding—finished size			
Section area			
Spacing			
FRAMES (Longitudinal)			
Siding—finished size			
Moulding—finished size			
Spacing			
PLANKING Hull	Ply CEDAR Ply	Ply CEDAR Ply	+ GLASS + RE INFORCED
Finished thickness		23 mm	25 mm
DECKING	Ply CORE Ply	Ply CORE Ply	+ GLASS + RE INFORCED
Moulding—finished thickness		23 mm	24 mm
CLAMP			
Siding			
Moulding			
Section area			
BEAM SHELF			
Siding			
Moulding			
Section area			
BILGE STRINGERS			
Siding and number each side			
Moulding			
CHINE	LAM. KAURI	2/60 x 22	

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1982

Item	Material	Minimum Requirements	As Fitted
BEAMS			
Siding			
Moulding			
Spacing			
TRANSOM	LAM Ply	3 x 6 mm	ABOVE 22 + GLASS + DWL. 44 + GLASS
Single type thick O.A.—finished size			
Diagonal type thick O.A.—finished size			
Margin pieces			
Vertical stiffeners			
Spacing			
BULKHEADS—Wood/Steel	Ply CORE Ply		+ GLASS + REINFORCED
Total thickness		VAR 20 - 60 mm	
Grounds			
Stiffeners			
DECKHOUSES			
Thickness—Front			
Thickness—sides—top			
Stiffeners and spacing			
Beams and spacing			
Beam clamp			
Posts —siding			
—moulding			
Trunking height thickness			
Fastenings—size			
Windows—glass—type			
Area			
Thickness			
HATCH COAMINGS			
Length			
Height			
Siding			
Closing appliance			
BULWARKS	Ply CEDAR Ply		+ GLASS + REINFORCED
Finished Thickness		25 mm	
Height			400 mm
Freeing port area		0.125 m ²	

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Item	Material	Minimum Requirements	As Fitted
ENGINE BED LOGS	Ply CEDAR Ply	+ 4/WOOD CAP	62mm
Siding		6/47/6 1/29mm	6.5/47/6.5 + GLASS
Moulding		300 - 250	✓
RUDDER—Wood/Steel			
Area A			
Distance D			
Thickness			
Stiffener size and spacing			
Stock diameter			57.1mm

	Type	Size
FASTENINGS		
Keel, Hog, and Floors	CORE + GLASS + SSSCREWS	
Keel and Hog where required	" " + SSBOLTS	12mm
Stem, apron, and deadwoods	" "	
Shelf	" "	
Bilge stringers and clamp	" "	
Horn timbers	" "	
Planking to frames	" "	
Planking to Hog, floors, apron and deadwoods	" "	
Number of Fastenings per plank	N/A	
75mm to 100mm—Double fastened at frames		
Over 100mm to 150mm—Double fastened at frames		
Over 150mm to 225mm—Treble fastened at frames		
Minimum siding for plank 75mm		
Maximum siding for plank 225mm		

CERTIFIED CORRECT

[Redacted Signature]

Surveyor of Ships

Date: 9/01/97



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Survey particulars - page 1

MSA No.	Name	Official No.	Date	Time	User
106144	TAGIT		13/11/96	13:34:13	Abeysekl

Port of registry

Hull material Wood

Builder Pattullo Boatbuilding Ltd
40 Niven St Napier

Fishing No.

Date built

Construction file 21/3560/3

Overall length 13.14 m

Register length 12.77 m

Register breadth 4.28 m

Gross tonnage 31 t

Net tonnage 23 t

Engine type Diesel

Engine model 8061.5AM33

Manufacturer (FIAT) IVBCO-AIFO SPA.

Total brake power 372kW Screws 2

Type Convention Non-convention

Joint venture - cat A B

Survey class IV V VI

Radio survey class

Medical survey class

Classification society

Fit to ply as a

Limits

Plying limits

Passengers

River limits

Extended river limits

Extreme limits

Coastal limits

Foreign going

Stability

Permanent ballast location

Weight kg Type

Satisfactory inclining test by Date

Stability information approved by Date

Life Saving Appliances

Persons for which LSA provided

Lifeboats Persons

Other boats Persons

Liferafts Persons

Buoyant apparatus type

Lifejackets Persons

Lifebuoys Lines

Total number of distress signals EPIRBs

Fire Appliances

Fire pumps Emergency pumps

Emergency pump location

Hoses Buckets Axes

Nozzles Lamps Outfits

Portable extinguishers

Fixed extinguisher type

Fixed extinguisher location

Fixed detection location

Fixed drencher location

Fire plan location

Navigation Instruments

Compasses - Magnetic Gyro

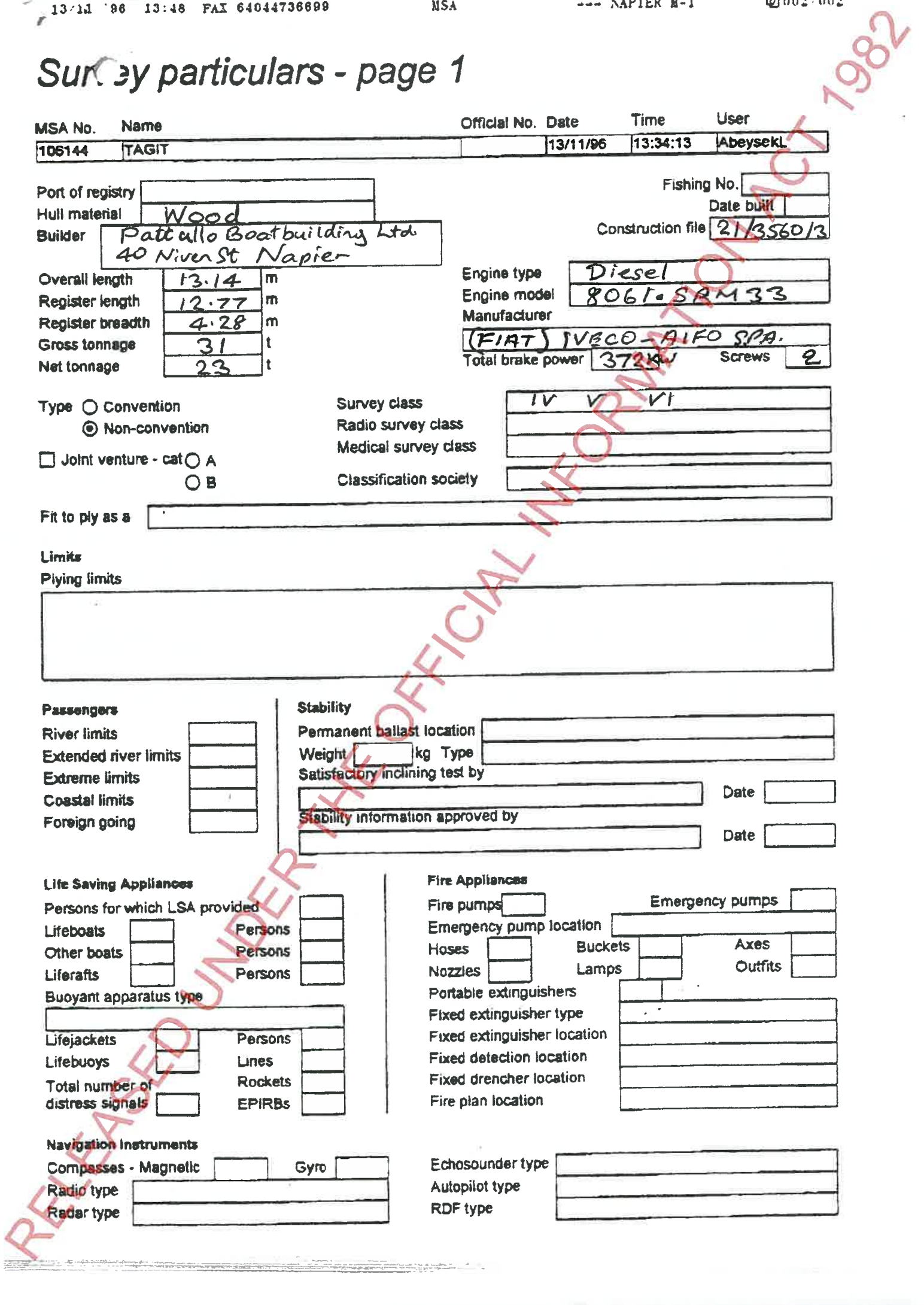
Radio type

Radar type

Echosounder type

Autopilot type

RDF type



Survey particulars - page 1

MSA No.	Name	Official No.	Date	Time	User
106144	TAGIT		13/11/96	13:34:13	AbeysekL

Port of registry		Fishing No.	
Hull material		Date built	
Builder		Construction file	
Overall length		m	
Register length		m	
Register breadth		m	
Gross tonnage		t	
Net tonnage		t	
Engine type			
Engine model			
Manufacturer			
Total brake power		Screws	

Type <input type="radio"/> Convention	Survey class	
<input checked="" type="radio"/> Non-convention	Radio survey class	
<input type="checkbox"/> Joint venture - cat <input type="radio"/> A	Medical survey class	
<input type="radio"/> B	Classification society	

Fit to ply as a

Limits

Plying limits

Passengers

River limits	
Extended river limits	
Extreme limits	
Coastal limits	
Foreign going	

Stability

Permanent ballast location	
Weight <input type="text"/> kg	Type <input type="text"/>
Satisfactory inclining test by	
	Date <input type="text"/>
Stability information approved by	
	Date <input type="text"/>

Life Saving Appliances

Persons for which LSA provided			
Lifeboats		Persons	
Other boats		Persons	
Liferafts		Persons	
Buoyant apparatus type			
Lifejackets		Persons	
Lifebuoys		Lines	
Total number of distress signals		Rockets	
		EPIRBs	

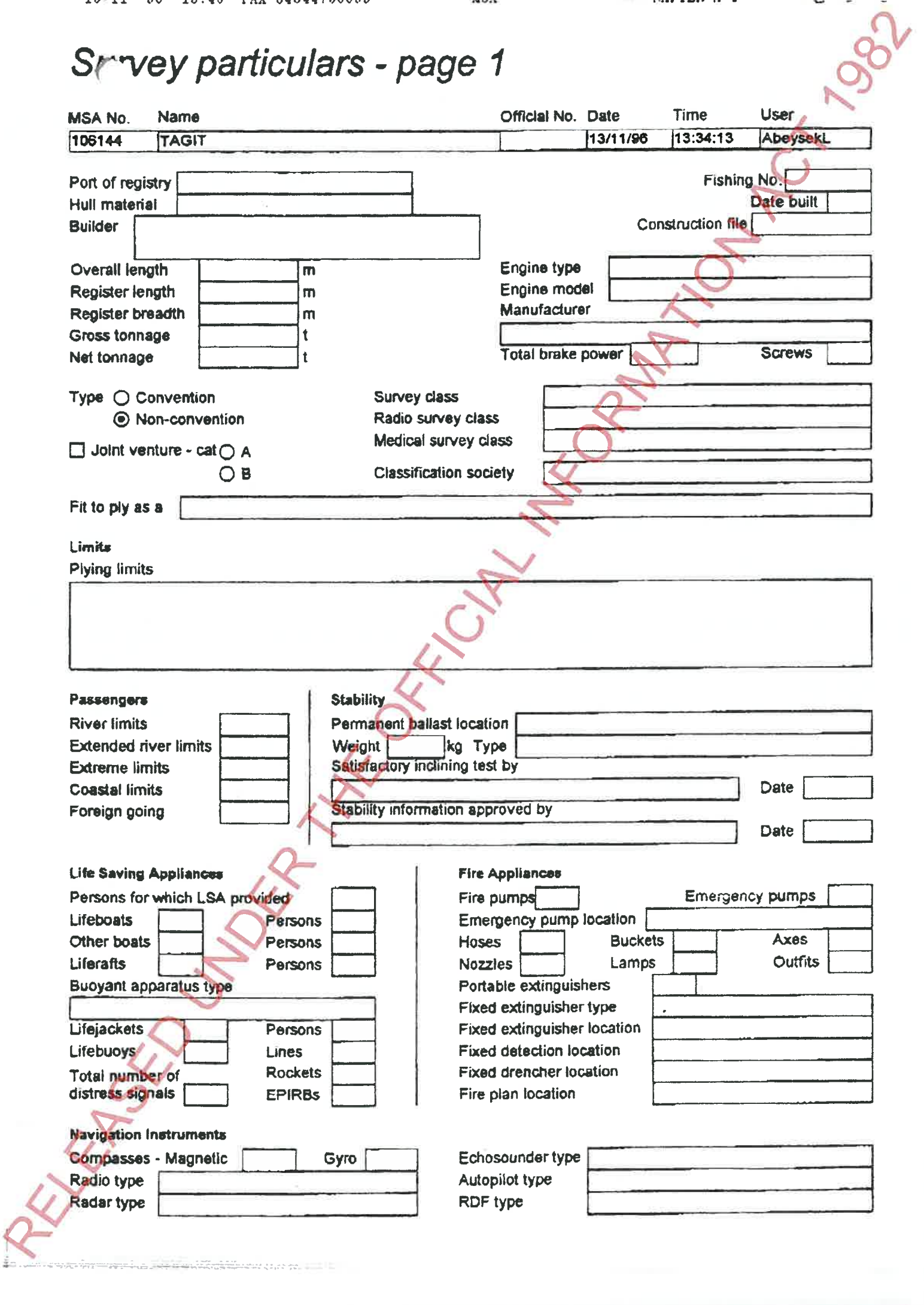
Fire Appliances

Fire pumps		Emergency pumps	
Emergency pump location			
Hoses		Buckets	
Nozzles		Lamps	
Axes		Outfits	
Portable extinguishers			
Fixed extinguisher type			
Fixed extinguisher location			
Fixed detection location			
Fixed drencher location			
Fire plan location			

Navigation Instruments

Compasses - Magnetic		Gyro	
Radio type			
Radar type			

Echosounder type	
Autopilot type	
RDF type	



Ship Equipment Details

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Page 2 of 2

General

MSA No: 106144
 Registered Official No:
 MSA's Vessel Name: TAGIT
 Full Vessel Name: TAGIT
 File Ref: 21/3560/3
 Year Made: 1996
 Port of Registry:
 Convention: No Yes
 Joint Venture: No A B

Limits

Fit to ply as class: IV, V, VI

Plying limits:

	River	Extended	Extreme	Coastal	Foreign
Passenger limits:	0	0	0	0	0

Specifications

Overall Length: 13.14
 Registered Length: 12.77
 Registered Breadth: 4.28
 Registered Depth: 1.54
 Gross tonnage: 31
 Net Tonnage: 23
 No. Hulls: 1
 Hull Material: WOOD
 Builder: PATTULLO, NAPIER

Summary of Dates

Cert. Expiry:	
Docking Due:	
Annual Due:	See Expiry Prev Page.
Compass Due:	
Radio Due:	
Shafts due:	
Port. Exting. Due:	
Stock due:	
Flares Expiry:	
Smoke Floats Expiry:	
EPIRB Bat Expiry:	

Machinery

Engine type: DIESEL
 maker: (FIAT) - IVECO-AIFO
 model: 8061.SRM33.
 Power per engine @ rpm: 186 @ 2700
 Number of screws: 2
 Perm. ballast location:
 Ballast type:
 Ballast weight: 0
 Inclining test date:
 Date stability info app.:

Gearbox make: TWIN DISC
 model: MG506 1A
 reduction ratio: 1.54
 Propeller Diameter x Pitch: 560 X 610
 Actual shaft diam (port/starboard): 50.7
 Shaft rule diameter:
 Date shafts due
 Actual rudder stock diameter: 57.1
 Rule diameter of rudder stock: 0
 Date stock drawn:

Types of Navigation/Radio Equipment

Magnetic compass:
 Gyroscopic compass:
 Radio SSB:
 Radio VHF:
 Radar:
 Echosounder:
 Autopilot:
 RDF:

Anchor type:
 Anchor weights:
 Cable type:
 size:
 length:
 No of hull penetrations/
 Sea Valves: 0

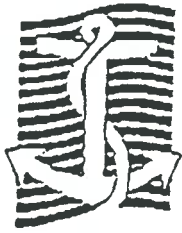
Lifesaving Gear

Persons LSA provided: 0
 No. of lifeboats: 0
 Persons per lifeboat: 0
 No. of liferafts: 0
 Persons per liferaft: 0
 No. of other boats: 0
 Persons in other boats: 0
 Buoyant apparatus type:
 Total Persons in BA: 0
 # Lifejackets provided: 0
 Lifebouys: 0
 Life lines: 0
 Rocket / Lines: 0
 Rocket line throwers: 0
 EPIRBS: 0
 EPIRBS Make & Model:
 EPIRBS Bat Expiry:
 Flares: 0 Expiry:
 Smoke Floats: Expiry:

Fire Fighting

Number of fire pumps: 0
 No. of emergency pumps: 0
 Location of emergency pumps:
 No. of hoses: 0
 Nozzles: 0
 Fire buckets: 0
 Lamps: 0
 Axes: 0
 Fire outfits: 0
 Portable fire extinguishers: 0
 Port. fire exting. Expiry:
 Type of fixed extigulisher:
 Location of fixed extinguisher:
 Fixed detection location:
 Fixed drencher location:
 Fire plan location:


RELEASE UNDER THE OFFICIAL INFORMATION ACT 1982



MARITIME SAFETY AUTHORITY
OF NEW ZEALAND

Te Mana Arai Hauata Moana o Aotearoa

Level 8 AMP House 109 Featherston Street, PO Box 27006 Wellington, New Zealand
Telephone: +64 4 473 0111 Facsimile: +64 4 473 6699 / +64 4 473 8111 / +64 4 473 0909

To:  Date: 13/11/96

At: M+1 - NAPIER Fax:

From: LAL Phone: 04-494 1223
Fax: 04-4736699


Subject: NEW MSA NUMBER Pages: 2

AS REQUESTED SENDING HERewith NEW MSA NUMBER FOR

"TAGIT"

PLEASE COMPLETE AND RETURN WITH SURVEY PAPERS, TONNAGE CERTIFICATE
ETC.

THANKS
LAL

** Please copy this the MSA number to
 if necessary **

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

SHIP Report

RICHARDD
10/01/97 09:59:32 AM
Page 1 of 2

Official/MSA#:	106144	Expiry:	
Category:	SHIP Ship	Maker:	Pattullo Boatbuilding,NAPIER
Type:	WODMONOPWD	Serial No:	229-2
	Wooden mono-hull powered	Location:	URENUI
Description:	WOODMONOHULLTWINSCREW	Position:	
Status:	A	Purpose:	CHARTER LAUNCH
Cust. Ref:	TAGIT	SSMS IN Score:	
Territory:	NPES	AUDIT Score:	
HO Ref:	21/3560/3		
Note:			

Customer Details

Customer ID: PENWAR001
Site ID:
Agent ID:
Maintainer ID:

Customer:

Attn:

Phone: (06)

Fax:

Status:

Credit Rating:

Comment:

Comments

Ship Equipment Details (over page)

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