

# AMSA REGULATORY CONSULTATION

**Draft *Marine Order 21 (Safety and emergency arrangements) Amendment Order 2019* is open for consultation until 15<sup>th</sup> October 2019.**

We invite you to make your comments on this draft Marine Order by using the AMSA Maritime Regulation Database at <http://vcbrintra01/MORreview/MarineOrder/ConsultationIndex?viewType=NavigationalActView>

## **Who does this Order apply to?**

This Order applies to regulated Australian vessels, foreign vessels and Domestic Commercial Vessels. Marine order 21 provides information about safety of navigation, emergency procedures and atmosphere sampling and measuring. It gives effect to SOLAS chapter II-1 (Reg. 19-1, 21), III (Reg. 8, 19, 27, 29, 30 and 37), V (Reg. 14, 22, 23, 25, 26 and 30) and XI-1 (Reg. 7).

## **What are the key changes?**

The International Maritime Organisation's Maritime Safety Committee, at its 98<sup>th</sup> session (MSC 98), adopted resolution MSC.421(98), amending Chapters II-1, II-2 and III of SOLAS which affected Marine Order 21. The introduction of the new regulation, Chapter II-1 (19-1), details the damage control drills for passenger ships, has been included in this amendment. The "Purpose" section of Marine Order 21 was amended to capture this new regulation, procedures for damage control drill for passenger ships were added in Schedule 1, section 6(2) and there is a consequential amendment to Marine Order 12 "Purpose" section as well, to exclude this new regulation.

## **Commencement**

It is intended that these amendments are made to the current Order with effect from **1 January 2020**.

**The table below compares the current Marine Order 21 (2016) and the draft Marine Order 21 Amendment Order 2019 and also the consequential amendment to Marine Order 12**

Existing text of <i>Marine Order 21 (Safety and emergency arrangements) 2016</i>	New text as modified by draft <i>Marine Order 21 (Safety and emergency arrangements ) Amendment Order 2019</i>	Notes on changes
<p><b>2 Purpose</b> This Order:</p> <ul style="list-style-type: none"> <li>(a) provides for safety of navigation, emergency procedures and atmosphere sampling and measuring; and</li> <li>(b) gives effect to: <ul style="list-style-type: none"> <li>(i) Regulation 21 of Chapter II-1 of SOLAS (Construction — Structure, subdivision and stability, machinery and electrical installations); and</li> <li>(ii) Regulations 8, 19, 27, 29, 30 and 37 of Chapter III of SOLAS (Life-saving appliances and arrangements); and</li> <li>(iii) Regulations 14, 22, 23, 25, 26 and 30 of Chapter V of SOLAS (Safety of navigation); and</li> <li>(iv) Regulation 7 of Chapter XI-1 of SOLAS (Special measures to enhance maritime safety).</li> </ul> </li> </ul>	<p><b>2 Purpose</b> This Order:</p> <ul style="list-style-type: none"> <li>(a) provides for safety of navigation, emergency procedures and atmosphere sampling and measuring; and</li> <li>(b) gives effect to: <ul style="list-style-type: none"> <li>(i) Regulation <b>19-1</b> and 21 of Chapter II-1 of SOLAS (Construction — Structure, subdivision and stability, machinery and electrical installations); and</li> <li>(ii) Regulations 8, 19, 27, 29, 30 and 37 of Chapter III of SOLAS (Life-saving appliances and arrangements); and</li> <li>(iii) Regulations 14, 22, 23, 25, 26 and 30 of Chapter V of SOLAS (Safety of navigation); and</li> <li>(iv) Regulation 7 of Chapter XI-1 of SOLAS (Special measures to enhance maritime safety).</li> </ul> </li> </ul>	<p>Newly introduced Regulation II-1/19-1 included in the purpose section.</p>
<p><b>23 Emergency Duties for seafarers</b></p> <p>2(a) assign to seafarers duties relating to emergencies that may occur on the vessel; and</p>	<p><b>23 Emergency Duties for seafarers</b></p> <p>2(a) assign to seafarers emergency duties, including <b>damage control duties</b>; and</p>	<p>Damage control duties have been added.</p>

**Schedule 1**

**6 Damage control drill**

A damage control drill must be conducted in accordance with the vessel's safety management system and as follows:

- (a) on the emergency signal being given, the officer in charge of the drill must indicate a section of the vessel where the mock emergency is happening;
- (b) assigned seafarers must immediately close the bulkhead doors for the section and report the closure of the doors to the master or to the officer in charge of the drill;
- (c) doors that were already closed at the commencement of the drill must be opened and then closed, other than any watertight door or other fitting that is required by *Marine Order 12 (Construction — subdivision and stability, machinery and electrical installations) 2016* to be kept closed;
- (d) cross-flooding arrangements must be checked, if it is practical and safe to do so;
- (e) seafarers assigned to sounding duty must immediately sound tanks and bilges in the section of the vessel indicated for the drill;
- (f) a messenger from the sounding party must communicate with the officer in charge of the drill;
- (g) as many pumps as possible that are related to damage control and operated from the engine room must be connected to the section of the vessel indicated for the drill;
- (h) a report must be made to the command point by messenger or other means when the pumps are ready for action;
- (i) if open in port, vessel's side doors, sidescuttles, valves and similar fittings must be closed as directed on the muster list;
- (j) a report must be made to the bridge by messenger or other means when the side doors, sidescuttles, valves and similar fittings have been closed.

**Schedule 1**

**6 (1) A damage control drill for a vessel**

A damage control drill must be conducted in accordance with the vessel's safety management system and as follows:

- (a) on the emergency signal being given, the officer in charge of the drill must indicate a section of the vessel where the mock emergency is happening;
- (b) assigned seafarers must immediately close the bulkhead doors for the section and report the closure of the doors to the master or to the officer in charge of the drill;
- (c) doors that were already closed at the commencement of the drill must be opened and then closed, other than any watertight door or other fitting that is required by *Marine Order 12 (Construction — subdivision and stability, machinery and electrical installations) 2016* to be kept closed;
- (d) cross-flooding arrangements must be checked, if it is practical and safe to do so;
- (e) seafarers assigned to sounding duty must immediately sound tanks and bilges in the section of the vessel indicated for the drill;
- (f) a messenger from the sounding party must communicate with the officer in charge of the drill;
- (g) as many pumps as possible that are related to damage control and operated from the engine room must be connected to the section of the vessel indicated for the drill;
- (h) a report must be made to the command point by messenger or other means when the pumps are ready for action;
- (i) if open in port, vessel's side doors, sidescuttles, valves and similar fittings must be closed as directed on the muster list;
- (j) a report must be made to the bridge by messenger or other means when the side doors, sidescuttles, valves and similar fittings have been closed.

New subsection 6(2) added to include the requirements for passenger vessels

(2) However, if the vessel is a passenger vessel, the following are also required for the damage control drill:

(a) any seafarer with damage control duties must report to the seafarer's muster station and prepare for duties in the muster list;

(b) any bilge pump must be operated and its alarm and automatic starting system checked;

(c) any communication link to shore based support must be tested;

(d) stability assessments must be conducted for the simulated damage conditions by using:

(i) damage control information; and

(ii) if fitted — an on board damage stability computer; and

(iii) if the vessel has a communication link to shore based support — the activated link at least once a year.

**Consequential amendment to *Marine Order 12 (Construction — subdivision and stability, machinery and electrical installations) 2016***

Existing text of <i>Marine Order 12 (Construction — subdivision and stability, machinery and electrical installations) 2016</i>	New text as modified by draft <i>Marine Order 12 (Construction — subdivision and stability, machinery and electrical installations) Amendment order 2019</i>	Notes on changes
<p><b>2 Purpose</b> This Order:</p> <ul style="list-style-type: none"> <li>(a) gives effect to Chapter II-1 of SOLAS other than Regulation 21; and</li> <li>(b) prescribes standards for the structure, subdivision, stability, machinery and electrical installations for: <ul style="list-style-type: none"> <li>(i) vessels to which Chapter II-1 of SOLAS applies; and</li> <li>(ii) vessels to which Chapter II-1 of SOLAS does not apply; and</li> </ul> </li> <li>(c) gives effect to the IMO's OSV Guidelines.</li> </ul>	<p><b>2 Purpose</b> This Order:</p> <ul style="list-style-type: none"> <li>(a) gives effect to Chapter II-1 of SOLAS other than Regulation 19-1 and 21; and</li> <li>(b) prescribes standards for the structure, subdivision, stability, machinery and electrical installations for: <ul style="list-style-type: none"> <li>(i) vessels to which Chapter II-1 of SOLAS applies; and</li> <li>(ii) vessels to which Chapter II-1 of SOLAS does not apply; and</li> </ul> </li> <li>(c) gives effect to the IMO's OSV Guidelines.</li> </ul>	<p>This new SOLAS regulation Chapter II-1/ 19-1 is excluded from Marine order 12, as it was captured in MO21.</p>