

## Marine Orders Part 47 – Change Summary

No	Existing Text	New Text (draft of 120124A)	Comments
1	N/A	<b>1 Name of Order</b> This Order is <i>Marine Order 47, issue 3</i> .	New section.
2	N/A	<b>2 Commencement</b> This Order commences on [ <i>date to be inserted</i> ].	New section.
3	N/A	<b>3 Repeal of <i>Marine Orders Part 47, issue 2</i></b> <i>Marine Orders Part 47, issue 2</i> is repealed.	New section.
4	<b>2.1 Purpose</b> This <b>Part</b> : (a) for <b>the purpose of</b> section 190B of the Navigation Act, specifies <b>the</b> requirements with which the construction, hull, equipment and machinery of MODUs must comply; (b) for <b>the purposes of</b> section 283E of the Navigation Act, <b>makes provision for and in relation to</b> giving effect to IMO resolutions <b>with respect to</b> MODUs; and (c) for <b>the purposes of</b> paragraph 425(1)(db) of the Navigation Act, generally <b>makes provision</b> for the safe navigation and operation of MODUs.	<b>4 Purpose</b> This <b>Order</b> : (a) for section 190B of the Navigation Act — specifies requirements with which the construction, hull, equipment and machinery of MODUs must comply; and (b) for section 283E of the Navigation Act — <b>provides for</b> giving effect to IMO resolutions <b>about</b> MODUs; and (c) for paragraph 425(1)(db) of the Navigation Act — generally <b>provides</b> for the safe navigation and operation of MODUs.	Minor editorial amendments.
5	<b>5 Offences</b> <b>5.1</b> Provisions 6.1, 6.2.1, 6.2.2, 6.2.3, 7, 8.1, 8.2.1, 8.2.2, 8.3, 8.4.1, 8.5.1, 8.5.2, 8.5.3, 8.6, 8.7.1, 8.7.3, 8.8.1, 8.8.2, 8.8.3, 8.8.4 and 8.9 are penal provisions. <b>5.2</b> Failure to comply with 6.1, 6.2.1, 8.2.1, 8.2.2 or 8.7.3 constitutes an offence by the owner and person in charge. <b>5.3</b> Failure to comply with 7, 8.3, 8.4.1, 8.5.1 or 8.6 constitutes an offence by the owner. <b>5.4</b> Failure to comply with 6.2.2, 6.2.3, 8.1, 8.8.1, 8.8.2, 8.8.3, 8.8.4 or 8.9 constitutes an offence by the person in charge. <b>5.5</b> Failure to comply with 8.7.1 constitutes an offence by the owner and agent. <b>5.6</b> Failure to comply with 8.5.2 or 8.5.3 constitutes an offence by the person concerned. <b>Note:</b> <i>Regulation 4 of the Navigation (Orders) Regulations provides:</i> <i>A person who contravenes a provision of an order made under subsection 425(1AA) of the Act that is expressed to be a penal provision is guilty of an offence and is punishable on conviction:</i> <i>(a) if the offender is a natural person — by a fine not exceeding \$2,000; or</i> <i>(b) if the offender is a body corporate — by a fine not exceeding \$5,000.</i> <i>By virtue of sections 4AB and 4AA of the Crimes Act 1914, those penalties are now \$2,200 and \$5,500 respectively.</i>	<b>5 Power</b> 5.1 Section 190B of the Navigation Act provides that the regulations may: (a) specify requirements with which the construction, hull, equipment and machinery of ships must comply; and (b) provide for the survey and inspection of ships. 5.2 Paragraph 283E(1)(a) of the Navigation Act provides that the regulations may provide for giving effect to IMO resolutions about off-shore industry mobile units. 5.5 Subsection 425(1) of the Navigation Act provides for regulations to be made prescribing matters required or permitted to be prescribed, or that are necessary or convenient to be prescribed for carrying out or giving effect to the Act. 5.6 Subsection 425(1AA) of the Navigation Act provides for the making of orders about matters for which provision can be made by the regulations.	A list of offences has been removed and embedded throughout the Order.
6	<b>1 Interpretation</b> <b>1.1</b> In this <b>Part</b> , unless the contrary intention appears, the following definitions apply: <b>AMSA</b> means the Australian Maritime Safety Authority established by the <i>Australian Maritime Safety Authority Act 1990</i> ; <b>Chief Marine Surveyor</b> means the Manager, Ship Inspection Programs, in AMSA or, in	<b>6 Definitions</b> In this <b>Order</b> : <b>1979 MODU Code</b> means the <i>Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1979</i> (IMO Resolution A.414(XI) as amended by MSC/Circ.561). <b>1989 MODU Code</b> means the <i>Code for the Construction and Equipment of Mobile</i>	Interpretation has been replaced with Definitions and some definitions removed to take account of

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	<p>respect of any particular purpose under this Part, a suitably qualified person authorised by the Manager, Ship Inspection Programs for that purpose;</p> <p><b>IMO</b> means the International Maritime Organization;</p> <p><b>Manager</b> means the Manager, Ship Operations and Qualifications in AMSA, or in respect of any particular purpose under this Appendix, a suitably qualified person authorised by the Manager, Ship Operations and Qualification for that purpose;</p> <p><b>MODU</b> means a mobile off-shore drilling unit as defined in the 1989 MODU Code;</p> <p><b>MODU certificate</b> means a MODU Safety Certificate (1979) or a MODU Safety Certificate (1989);</p> <p><b>MODU Safety Certificate (1979)</b> means a certificate in the form appearing in the Appendix to the 1979 MODU Code;</p> <p><b>MODU Safety Certificate (1989)</b> means a certificate in the form appearing in the Appendix to the 1989 MODU Code;</p> <p><b>person in charge</b> means the person who, for the time being, is the person in charge in accordance with Appendix 1;</p> <p><b>survey authority</b> means a survey authority approved for the purposes of the Navigation Act;</p> <p><b>Note:</b> The following survey authorities are approved:  <i>American Bureau of Shipping Bureau Veritas Det Norske Veritas Germanischer Lloyd Lloyd's Register of Shipping Nippon Kaiji Kyokai</i></p> <p><b>surveyor</b> means:</p> <p>(a) a person appointed as a surveyor under section 190 of the Navigation Act; or</p> <p>(b) a person employed as a surveyor by a survey authority as defined in the Navigation Act;</p> <p><b>the 1979 MODU Code</b> means the <i>Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1979</i>, (IMO Resolution A.414(XI) as amended by MSC/Circ.561); and</p> <p><b>the 1989 MODU Code</b> means the <i>Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1989</i>, (IMO Resolution A.649(16) as amended by MSC/Circ.561 and Resolution MSC.38(63)).</p>	<p><i>Offshore Drilling Units, 1989</i> (IMO Resolution A.649(16) as amended by MSC/Circ.561 and Resolution MSC.38(63)).</p> <p><b>2009 MODU Code</b> means the <i>Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009</i> (IMO Resolution A.1023(26) and its corrigendum (Corr. 1)).</p> <p><b>MODU (mobile offshore drilling unit)</b> means a vessel capable of engaging in drilling operations for the exploration for or the exploitation of resources beneath the seabed (eg liquid or gaseous hydrocarbons, sulphur or salt).</p> <p><b>Note</b> This definition is based on the 2009 MODU Code.</p> <p><b>MODU certificate</b> means a MODU Safety Certificate (1979), a MODU Safety Certificate (1989) or a MODU Safety Certificate (2009).</p> <p><b>MODU Safety Certificate (1979)</b> means a certificate in the form in the Appendix to the 1979 MODU Code.</p> <p><b>MODU Safety Certificate (1989)</b> means a certificate in the form in the Appendix to the 1989 MODU Code.</p> <p><b>MODU Safety Certificate (2009)</b> means a certificate in the form in the Appendix to the 2009 MODU Code.</p> <p><b>person in charge</b>, of a MODU, means the master, or a person appointed by the owner, who is in charge of the MODU.</p> <p><b>Note</b> For restrictions on who can be appointed as person in charge — see clause 4 of Schedule 1.</p> <p><b>surveyor</b> means:</p> <p>(a) a person appointed under section 190 of the Navigation Act; or</p> <p>(b) a person employed as a surveyor by a survey authority.</p> <p><b>Note</b> Some expressions used in this Order are defined or explained in <i>Marine Order 1 (Administration)</i>, including:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> AMSA</li> <li><input type="checkbox"/> IMO</li> <li><input type="checkbox"/> Manager, Ship Inspection and Registration</li> <li><input type="checkbox"/> Manager, Ship Operations and Qualifications</li> <li><input type="checkbox"/> Navigation Act</li> <li><input type="checkbox"/> penal provision</li> <li><input type="checkbox"/> SOLAS</li> <li><input type="checkbox"/> survey authority</li> <li><input type="checkbox"/> USL Code.</li> </ul>	<p>the introduction of MO1.</p>
7	<p><b>1.2</b> In this Part, unless otherwise provided or unless the context otherwise requires, words and phrases have the same meaning as they have in the 1989 Code.</p> <p><b>1.3</b> A reference in a MODU Code to the <b>Administration</b> is to be read as a reference to the Chief Marine Surveyor, and a power, function or discretion exercisable by the <b>Administration</b> is exercisable by the Chief Marine Surveyor.</p> <p><b>1.4</b> The expression <b>to the satisfaction of the Administration</b>, or any similar expression appearing in a MODU Code, means that the</p>	<p><b>7 Meaning of certain expressions</b></p> <p><b>7.1</b> For this Order, a reference in a MODU Code to <b>the Administration</b> is taken to mean AMSA, and a power, function or discretion exercisable under a MODU Code by the Administration is exercisable by the Manager, Ship Inspection and Registration.</p> <p><b>7.2</b> If a provision of a MODU Code requires a fitting, material, appliance or apparatus (an <b>article</b>), or anything done in relation to an <b>article</b>, to be <b>to the satisfaction of the Administration</b>, the Manager, Ship</p>	<p>Minor editorial amendments.</p>

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	<p>Chief Marine Surveyor may require the fitting, material, appliance, apparatus or arrangement referred to, to meet any relevant requirements specified in Marine Orders or otherwise be demonstrated to be safe and effective for its intended purpose.</p> <p><b>1.5</b> In this Part, the date of construction means the stage of construction of a MODU at which:</p> <p>(a) construction identifiable with the particular MODU has begun; and</p> <p>(b) a portion of the MODU, having a mass of not less than:</p> <p>(i) 50 tonnes; or</p> <p>(ii) one per cent of the estimated mass of all structural material of the MODU as proposed to be completed, whichever is the less, has been fabricated and finally assembled.</p> <p><b>1.6</b> A reference to a Regulation of SOLAS in the 1979 MODU Code is to be read as a reference to that Regulation of SOLAS as in force on 1 January 1980.</p> <p><b>1.7</b> A reference to a Regulation of SOLAS in the 1989 MODU Code is to be read as a reference to that Regulation of SOLAS as in force on the date that the MODU was built.</p> <p><b>1.8</b> In this Part:</p> <p>(a) headings and sub-headings are part of the Part;</p> <p>(b) each Appendix is part of the Part;</p> <p>(c) a note included in the text and printed in italics is not part of the Part.</p> <p><b>Note:</b> Copies of IMO Resolutions or other documents referred to in this Part or in the MODU Codes are available from AMSA.</p>	<p>Inspection and Registration may require the article:</p> <p>(a) to meet any requirements mentioned in Marine Orders that apply to the article; or</p> <p>(b) otherwise to be shown to be safe and effective for its intended purpose.</p> <p><b>7.3</b> In this Order, the <b>date of construction of a MODU</b> is the stage of construction of the MODU at which:</p> <p>(a) construction identifiable with the MODU has begun; and</p> <p>(b) a portion of the MODU has been fabricated and finally assembled, and has a mass of at least the lesser of:</p> <p>(i) 50 tonnes; or</p> <p>(ii) 1% of the estimated mass of all structural material of the MODU as proposed to be completed.</p> <p><b>7.4</b> For a MODU, a reference to a regulation of SOLAS in a code mentioned in the following table is taken to be a reference to the regulation as in force on the date mentioned in the table for the code.</p> <table border="1" data-bbox="754 862 1284 1108"> <thead> <tr> <th>Item</th> <th>Code</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>1979 MODU Code</td> <td>1 January 1980</td> </tr> <tr> <td>2</td> <td>1989 MODU Code</td> <td>the date of construction of the MODU</td> </tr> <tr> <td>3</td> <td>2009 MODU Code</td> <td>the date of construction of the MODU</td> </tr> </tbody> </table> <p>Note Copies of IMO Resolutions or other documents mentioned in this Order or in the MODU Codes are available from AMSA.</p>	Item	Code	Date	1	1979 MODU Code	1 January 1980	2	1989 MODU Code	the date of construction of the MODU	3	2009 MODU Code	the date of construction of the MODU	
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8	<p><b>2.2 Application</b></p> <p>This Part applies to:</p> <p>(a) a MODU registered in Australia; and</p> <p>(b) a MODU registered in a country other than Australia that is operating as an offshore industry mobile unit under section 8 of the Navigation Act.</p> <p><b>Note:</b> Pre 1 July 1986 MODUs are expected to comply substantially with this Part. However, a MODU constructed prior to 1 July 1986 that is unable to comply with a provision or provisions of this Part, will be exempted from compliance with such provision or provisions to the extent that the Chief Marine Surveyor considers compliance unreasonable and impractical, having regard to the MODU, its equipment and its intended operations, subject to such conditions as that officer thinks fit.</p>	<p><b>8 Application</b></p> <p>This Order applies to:</p> <p>(a) a MODU registered in Australia; and</p> <p>(b) a MODU registered in a country other than Australia that is operating as an off-shore industry mobile unit under section 8 of the Navigation Act.</p> <p>Note Pre 1 July 1986 MODUs are expected to comply substantially with this Order. However, a MODU built before 1 July 1986 that is unable to comply with a provision of this Order may be exempted from compliance with requirements of this Order under section 9.</p>	Minor editorial amendments.												
9	<p><b>3.2 Exemptions</b></p> <p>The Chief Marine Surveyor will, upon written request, if satisfied that compliance with a requirement of a code or other provision of this Part would in a particular case be unreasonable or impracticable, allow exemption in relation to a MODU from compliance with such requirement or provision to such extent and subject to such conditions as that officer determines.</p>	<p><b>9 Exemptions</b></p> <p><b>Application</b></p> <p><b>9.1</b> A person may apply, in accordance with the application process set out in <i>Marine Order 1 (Administration)</i>, for an exemption of a MODU from a requirement of this Order.</p> <p><b>Decision maker</b></p> <p><b>9.2</b> The decision maker for the application is the Manager, Ship Inspection and Registration.</p> <p><b>Decision-making criteria</b></p>	Exemption provision recast to take account of the introduction of MO1.												

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10	<p><b>3.1 Equivalents</b></p> <p>If a provision of a code or other provision of this Part requires a particular fitting, material, appliance or apparatus or type thereof to be fitted or carried in a MODU, or particular provision to be made in relation to a MODU or its equipment, the Chief Marine Surveyor may, upon written request, allow a modification or variation of that requirement if satisfied that the fitting, material, appliance or apparatus or type thereof or other provision so allowed is at least as effective as that required by the code or this Part.</p>	<p>9.3 The decision maker may give an exemption only if:</p> <p>(a) he or she is satisfied that:</p> <p>(i) compliance with the requirement would be unreasonable or unnecessary having regard to the MODU, its equipment and its intended voyage; and</p> <p>(ii) the exemption is consistent with paragraph 1.4 of the 2009 MODU Code; and</p> <p>(b) if the MODU certificate for the MODU was issued by a survey authority — the application includes a recommendation for the exemption by the survey authority.</p> <p><i>Note Marine Order 1 (Administration) deals with the following matters about exemptions:</i></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> making an application</li> <li><input type="checkbox"/> seeking further information about an application</li> <li><input type="checkbox"/> the time allowed for consideration of an application</li> <li><input type="checkbox"/> imposing conditions on approval of an application</li> <li><input type="checkbox"/> notification of a decision on an application</li> <li><input type="checkbox"/> review of decisions.</li> </ul> <p><b>10 Equivalents</b></p> <p>Application</p> <p>10.1 A person may apply, in accordance with the application process set out in <i>Marine Order 1 (Administration)</i> for approval to use an equivalent.</p> <p><i>Note</i> For definitions of <b>equivalent</b> and <b>use</b> — see subsection 10.4.</p> <p>Decision maker</p> <p>10.2 The decision maker for the application is the Manager, Ship Inspection and Registration.</p> <p>Decision-making criteria</p> <p>10.3 The decision maker may approve use of an equivalent only if:</p> <p>(a) he or she is satisfied that use of the equivalent would be at least as effective as compliance with the requirement to which the equivalent is an alternative; and</p> <p>(b) if the MODU certificate for the MODU was issued by a survey authority — the application includes a recommendation for the equivalent by the survey authority.</p> <p>Meaning of <b>equivalent</b> and <b>use</b> of an equivalent</p> <p>10.4 For this provision:</p> <p><b>equivalent</b> means:</p> <p>(a) a fitting, material, appliance or apparatus that could be fitted or carried in a MODU as an alternative to a fitting, material, appliance or apparatus that a provision of this Order or a MODU Code requires to be fitted or carried in the MODU; or</p> <p>(b) an arrangement that could be made, or a procedure that could be followed, in or for a MODU as an alternative to a requirement of this Order.</p> <p><b>use</b>, of a equivalent, includes:</p> <p>(a) fitting or carrying the equivalent in or on a MODU; and</p>	<p>Equivalents provision recast to take account of the introduction of MO1.</p>

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	<p><b>4 Review of decisions</b></p> <p><b>4.1 Application to the Administrative Appeals Tribunal</b></p> <p>Application may be made to the Administrative Appeals Tribunal for a review of a decision by the Chief Marine Surveyor:</p> <p>(a) not to allow a modification or variation under 3.1;</p> <p>(b) not to allow exemption in relation to a MODU under 3.2;</p> <p>(c) under 8.7.2, to require an inspection of a MODU prior to a tow, to prohibit a tow or to permit a tow subject to conditions;</p> <p>(d) to specify a lesser period of validity for a certificate under 9.2.1;</p> <p>(e) to cancel a certificate under 9.2.3(a);</p> <p>(f) not to endorse a certificate under 9.3;</p> <p>(g) relating to the exercise of a discretion under the 1979 MODU Code or the 1989 MODU Code.</p> <p><b>4.2 Statements to accompany written notice of decisions</b></p> <p>A person making a decision referred to in this Part may give to a person whose interests are affected by the decision a notice in writing of the decision. The notice must:</p> <p>(a) include a statement to the effect that, if the person is dissatisfied with the decision, application may, subject to the <i>Administrative Appeals Tribunal Act 1975</i>, be made to the Administrative Appeals Tribunal for review of the decision;</p> <p>(b) except where subsection 28(4) of that Act applies, also include a statement to the effect that the person may request a statement under Section 28 of that Act.</p> <p><b>4.3 Validity of decisions</b></p> <p>Failure to comply with 4.2 in relation to a decision does not affect the validity of that decision.</p>	<p>(b) making an alternative arrangement or following an alternative procedure.</p> <p><i>Note Marine Order 1 (Administration)</i> deals with the following matters about equivalents:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> making an application</li> <li><input type="checkbox"/> seeking further information about an application</li> <li><input type="checkbox"/> the time allowed for consideration of an application</li> <li><input type="checkbox"/> imposing conditions on approval of an application</li> <li><input type="checkbox"/> notification of a decision on an application</li> <li><input type="checkbox"/> review of decisions.</li> </ul> <p>N/A</p>	<p>Review of decisions provision deleted to take account of the introduction of MO1.</p>
11	N/A	<p><b>11 Operating manual</b></p> <p>The operating manual for a MODU must include the information mentioned in paragraph 14.1.1 of the MODU Code that applies to the MODU.</p>	<p>New section added in relation to operating manual contents. Responsibility assigned.</p>
12	<p><b>7 Requirements—personnel</b></p> <p>A MODU must be provided with personnel in accordance with <b>Appendix 1</b>.</p>	<p><b>12 Requirements — personnel</b></p> <p>The owner of a MODU must ensure that the MODU is provided with personnel in accordance with <b>Schedule 1</b>.</p> <p>This is a penal provision.</p>	

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13	<p><b>8.1 Internal openings</b> The official log-book entries required by paragraph 3.6.3.2.2 of the 1979 MODU Code and paragraph 3.6.5.2 of the 1989 MODU Code must be made by the person in charge.</p> <p><b>8.2 Storage of gas cylinders</b> <b>8.2.1</b> A cylinder of breathing medium for use in diving operations must be stowed separately from other gas cylinders. <b>8.2.2</b> Gas cylinders must be stowed away from accommodation areas, the navigating bridge and the radio room.</p> <p><b>8.3 Experienced personnel for emergencies</b> The owner of a MODU must ensure that there is on board at all operational times, a suitably trained and experienced person well acquainted with the characteristics, capabilities and limitations of the MODU, who is to: (a) organise appropriate procedures for all possible emergencies; (b) conduct emergency drills and emergency training in accordance with this Part and to keep records of such drills and training; and (c) ensure that all safety equipment items carried by the MODU are kept fit and ready for use at all times.</p> <p><b>Note:</b> In considering suitable training, the owner should take into account IMO Resolution A.712(17) Recommended Standards of Specialized Training.</p>	<p><b>13 Internal openings</b> The person in charge of a MODU must make the official logbook entries required by the provision, mentioned in the following table, of the MODU code under which the MODU certificate for the MODU was issued.</p> <p><b>Item Code Provision</b> 1 1979 MODU Code paragraph 3.6.3.2.2 2 1989 MODU Code paragraph 3.6.5.2 3 2009 MODU Code paragraph 14.14 This is a penal provision.</p> <p><b>14 Storage of gas cylinders</b> <b>14.1</b> The owner of a MODU must ensure that all cylinders of breathing medium for use in diving operations are stowed separately from other gas cylinders. This is a penal provision. <b>14.2</b> The person in charge of a MODU must ensure that all cylinders of breathing medium for use in diving operations are stowed separately from other gas cylinders. This is a penal provision. <b>14.3</b> The owner of a MODU must ensure that gas cylinders are stowed at least 3 m away from accommodation areas, the navigating bridge and the radio room. This is a penal provision. <b>14.4</b> The person in charge of a MODU must ensure that gas cylinders are stowed at least 3 m away from accommodation areas, the navigating bridge and the radio room. This is a penal provision.</p> <p><b>15 Experienced person for emergencies</b> <b>15.1</b> The owner of a MODU must ensure that a person who has completed the training mentioned in subsection 15.2 and knows the characteristics, capabilities and limitations of the MODU (an <b>experienced person</b>) is on board the MODU at all operational times. This is a penal provision. <b>15.2</b> For subsection 15.1, the training is as follows: (a) offshore orientation; (b) familiarisation training, information or instruction in personal survival techniques and workplace safety mentioned in section 5.2 of the Annex to IMO Resolution A.891(21); (c) training in personal survival, fire prevention and fire-fighter, elementary first aid, personal safety and social responsibilities mentioned in section 5.3 of the Annex to IMO Resolution A.891(21); (d) specialised training, appropriate to the duties assigned to the person on the muster list, mentioned in section 5.4 of the Annex to IMO Resolution A.891(21). <b>15.3</b> The functions of the experienced person are: (a) to plan appropriate procedures for all foreseeable emergencies; and (b) to conduct emergency drills and emergency training in accordance with this Order and to keep records of the drills and training; and</p>	<p>Responsibility assigned and minor editorial amendments.</p> <p>Provision expanded into four provisions to assign responsibility.</p> <p>Note has been converted to a provision and updated to introduce the requirements under A.892(21) - Recommendations on training of personnel on Mobile Offshore Units (MOUs).</p>

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	<p><b>8.4 Muster list</b></p> <p><b>8.4.1</b> The owner of a self-propelled MODU must ensure maintenance of a current muster list, in accordance with 8.4.2:</p> <p>(a) appropriate to all possible emergencies;</p> <p>(b) revised as necessary to reflect any procedural changes; and</p> <p>(c) exhibited in conspicuous positions in the accommodation and various other parts of the MODU, easily visible to all personnel prior to and in an emergency.</p> <p><b>8.4.2</b> The muster list must specify:</p> <p>(a) the location of the muster station assigned to each person, including special personnel and any other supernumeraries;</p> <p>(b) the duties of each person, which, so far as practicable, are to be related to the normal duties of that person; and</p> <p>(c) special duties, if any, assigned to persons in particular locations, and must describe the General Emergency Alarm Signal, the Prepare to Abandon MODU Signal and the Abandon MODU Signal.</p> <p><i>Note: In the case of a MODU to which the 1989 MODU Code applies, the muster list must comply with that Code.</i></p> <p><b>8.5 Drills</b></p> <p><b>8.5.1</b> The owner of a self-propelled MODU must ensure that:</p> <p>(a) drills in accordance with 13.4 of Appendix 2 are conducted to simulate the emergency conditions included on the muster list and to demonstrate that appliances are complete, in good working order and ready for immediate use; and</p> <p>(b) all personnel are adequately instructed to ensure that they are familiar with alarm signals and their muster stations and that they are capable of efficiently performing emergency duties assigned to them.</p> <p><b>8.5.2</b> Personnel required for drill must report to their muster stations and be prepared to perform the duties assigned to them.</p> <p><b>8.5.3</b> Survival craft equipment must be examined frequently by the experienced person referred to in 8.3, who must ensure that it is at all times complete and ready for use.</p>	<p>(c) to ensure that all safety equipment items carried by the MODU are kept fit and ready for use at all times.</p> <p><b>16 Muster list</b></p> <p>16.1 The owner of a self-propelled MODU must ensure that there is, on the MODU, a current muster list that complies with subsections 16.2 and 16.3.</p> <p>This is a penal provision.</p> <p>16.2 The muster list must:</p> <p>(a) state:</p> <p>(i) the location of the muster station assigned to each person on the MODU; and</p> <p>(ii) the emergency duties of each person, which, to the extent practicable, are to be related to the normal duties of the person; and</p> <p>(iii) special duties, if any, assigned to persons in particular locations; and</p> <p>(b) describe the general emergency alarm signal, the prepare to abandon MODU signal and the abandon MODU signal.</p> <p>16.3 The muster list must:</p> <p>(a) be appropriate to all foreseeable emergencies; and</p> <p>(b) be revised as necessary to reflect any procedural changes; and</p> <p>(c) be displayed in conspicuous positions in the accommodation and other parts of the MODU so that it is easily visible to all personnel before and in an emergency.</p> <p><i>Note The MODU Code that applies to the MODU has requirements for a muster list.</i></p> <p><b>17 Drills</b></p> <p>17.1 The owner of a self-propelled MODU must ensure that:</p> <p>(a) drills in accordance with subclause 14.1 of Schedule 2 are conducted to simulate the emergency conditions included on the muster list and to demonstrate that appliances are complete, in good working order and ready for immediate use; and</p> <p>(b) all personnel receive instruction so that they are familiar with alarm signals and their muster stations and are capable of efficiently performing emergency duties assigned to them.</p> <p>This is a penal provision.</p> <p>17.2 A person required for drill on an MODU must report to his or her muster station and be prepared to perform the duties assigned to him or her.</p> <p>This is a penal provision.</p> <p>17.3 The master of a MODU must ensure that an experienced person examines the MODU's survival craft equipment at sufficient intervals to ensure that it is ready for use when needed.</p> <p>This is a penal provision.</p> <p>17.4 The person in charge of a MODU must ensure that an experienced person examines the MODU's survival craft equipment at sufficient intervals to ensure that it is ready for use when needed.</p> <p>This is a penal provision.</p>	<p>Minor editorial amendments.</p> <p>Provision expanded to clarify responsibilities and require the master to ensure equipment is inspected,</p>

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	<p><b>8.6 Emergency training</b> The owner must ensure that appropriate emergency training is given to all personnel aboard a MODU.</p> <p><i>Note: In considering suitable training, the owner should take into account IMO Resolutions A.538(13) Recommendation on Maritime Safety Training of Personnel on Mobile Offshore Units, and A.852(20) Guidelines for a structure of an integrated system of contingency planning for shipboard emergencies.</i></p> <p><b>8.7 Towing</b></p> <p><b>8.7.1</b> The owner of a MODU, or agent, must notify the Chief Marine Surveyor of any proposed towage of the MODU in sufficient time to enable any inspection required under this Part to be carried out, including:</p> <p>(a) details of the intended voyage;</p> <p>(b) names of towing and escort vessels;</p> <p>(c) estimated time of departure, estimated time of arrival at destination, and proposed route;</p> <p>(d) the towing arrangement proposed to be used including, unless towing arrangements are to be in accordance with the operating manual, full details of the proposed arrangements;</p> <p>(e) the name and qualifications of the person in charge for the tow; and</p> <p>(f) the name and qualifications of the person, if any, assisting in accordance with 4.3 of Appendix 1.</p> <p><b>8.7.2</b> The Chief Marine Surveyor may require an inspection of a MODU prior to commencement of a tow and may prohibit any tow or permit the tow, subject to such conditions as that officer determines are necessary for safety.</p> <p><b>8.7.3</b> A MODU must not be towed in contravention of a prohibition or a conditional permit by the Chief Marine Surveyor.</p> <p><b>8.8 Transfer of material, appliances or personnel</b></p> <p><b>8.8.1</b> A transfer operation, the mass of the loads to be handled and emergency procedures must</p>	<p><b>18 Emergency training</b> The owner of a MODU must ensure that emergency training in accordance with provision 5 of the Annex to IMO Resolution A.891(21) is given to all personnel on the MODU.</p> <p>This is a penal provision.</p> <p><b>19 Towing</b></p> <p><b>19.1</b> The owner of a MODU, or an agent of the owner, must give to the Manager, Ship Inspection and Registration the information mentioned in subsection 19.2 about any proposed towage of the MODU in sufficient time to enable the inspection mentioned in subsection 19.3 to be carried out before the tow starts.</p> <p><b>19.2</b> The information is the following:</p> <p>(a) details of the proposed voyage;</p> <p>(b) names of towing and escort vessels;</p> <p>(c) estimated time of departure, estimated time of arrival at destination and proposed route;</p> <p>(d) the towing arrangement proposed to be used including, unless towing arrangements are to be in accordance with the operating manual, full details of the proposed arrangements;</p> <p>(e) the name and qualifications of the person in charge for the tow;</p> <p>(f) the name and qualifications of the person, if any, assisting in accordance with clause 4.3 of Schedule 1.</p> <p><b>19.3</b> The owner of a MODU must ensure that the MODU is not towed before the MODU is inspected.</p> <p><b>19.4</b> After receiving information in accordance with subsection 19.1, the Manager, Ship Inspection and Registration may:</p> <p>(a) prohibit a tow; or</p> <p>(b) permit a tow subject to any conditions he or she considers necessary for safety.</p> <p><b>19.5</b> The owner of a MODU must ensure that the MODU is not towed in contravention of:</p> <p>(a) a prohibition mentioned in paragraph 19.4(a); or</p> <p>(b) a condition mentioned in paragraph 19.4(b).</p> <p>This is a penal provision.</p> <p><b>19.6</b> The person in charge of a MODU must ensure that the MODU is not towed in contravention of:</p> <p>(a) a prohibition mentioned in paragraph 19.4(b); or</p> <p>(b) a condition mentioned in paragraph 19.4(b).</p> <p>This is a penal provision.</p> <p><b>20 Transfer of material, appliances or persons</b></p> <p><b>20.1</b> The person in charge of a MODU must ensure that a transfer operation does not</p>	<p>Note deleted and reference to A.892(21) - Recommendations on training of personnel on Mobile Offshore Units (MOUs) added.</p> <p>Minor editorial amendments and expansion of provision to assign responsibility.</p> <p>Minor editorial amendments and expansion of provision to</p>

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	<p><del>be discussed and agreed between personnel on the MODU and on attending vessels prior to commencement of the operation.</del></p> <p><b>8.8.2</b> Throughout a transfer operation, direct communication must be maintained with <del>the crane operator.</del></p> <p><b>8.8.3</b> A crane on a MODU <del>may only be</del> used to transfer persons between the MODU and a vessel <del>if:</del></p> <p>(a) each person is wearing an approved life jacket, immersion suit or anti-exposure suit;</p> <p>(b) a personnel <del>basket</del> is used in accordance with 18.1 of the <i>Australian Offshore Support Vessel Code of Safe Working Practice</i>, <del>referred to in Marine Orders, Part 59;</del> and</p> <p>(c) not more than 4 persons are transferred simultaneously.</p> <p><b>8.8.4</b> Transfer operations <del>must be</del> undertaken <del>only</del> in accordance with the operating manual.</p> <p><b>8.9 Helicopter arrivals and departures</b></p> <p><del>During helicopter arrivals at and departures from a MODU, the person in charge must ensure that:</del></p> <p>(a) there is present on or near the helideck, persons who:</p> <p>(i) have been trained in fire-fighting <del>procedures;</del> and</p> <p>(ii) are appropriately dressed and equipped for rescuing any persons aboard the helicopter and for fighting any outbreaks of fire; and</p> <p>(b) no person other than a person referred to in (a) is present on or near the helideck.</p>	<p><del>commence until</del> the mass of the loads to be handled and emergency procedures are agreed between <del>the person in charge and the masters of all other vessels involved in the transfer operation.</del></p> <p><del>This is a penal provision.</del></p> <p><b>20.2</b> The person in charge of a MODU <del>must ensure that,</del> throughout a transfer operation, the MODU has direct communication with <del>the operators of any cranes being used in the transfer operation.</del></p> <p><del>This is a penal provision.</del></p> <p><b>20.3</b> The person in charge of a MODU <del>must ensure that, if</del> a crane on the MODU <del>is</del> used to transfer persons between the MODU and a vessel:</p> <p>(a) each person <del>being transferred</del> is wearing an approved life jacket, immersion suit or anti-exposure suit; and</p> <p>(b) a personnel <del>transfer device</del> used in transferring persons meets the following requirements:</p> <p>(i) it is certified by a survey authority as suitable for transfer of personnel;</p> <p>(ii) it is maintained in good condition;</p> <p>(iii) it is inspected for defects frequently, and before use;</p> <p>(iv) it has a control line attached;</p> <p>(v) it is inspected and load tested at least annually by a firm approved or authorised by a survey authority to carry out inspections and testing of personnel transfer devices; and</p> <p>(c) not more than 4 persons are transferred simultaneously.</p> <p><del>This is a penal provision.</del></p> <p><b>20.4</b> The person in charge of a MODU <del>must ensure that</del> transfer operations are undertaken in accordance with the <del>MODU's</del> operating manual.</p> <p><del>This is a penal provision.</del></p> <p><b>20.5</b> For this section:</p> <p><del>personnel transfer device</del> includes a basket, cradle or net designed to carry one or more persons.</p> <p><del>transfer operation</del> means the movement of a person or thing to or from a MODU.</p> <p><b>21 Helicopter arrivals and departures</b></p> <p>The person in charge of a MODU must ensure that, during helicopter arrivals at, and departures from, the MODU:</p> <p>(a) persons, of a number mentioned in the MODU's operating manual or safety management system, are present on or near the helideck who:</p> <p>(i) have been trained <del>for rescue and</del> fire-fighting <del>duties;</del> and</p> <p>(ii) are appropriately dressed and equipped for rescuing any persons aboard the helicopter and for fighting any outbreaks of fire; and</p> <p>(b) no person is in the helicopter operating area, other than:</p> <p>(i) a person mentioned in paragraph (a); or</p>	<p>assign responsibility.</p> <p>Removal of the withdrawn publication (<i>Australian Offshore Support Vessel Code of Safe Working Practice, 1997</i>) and prescribe the requirements for a personnel transfer device.</p> <p>Minor editorial amendments and clarification of persons required or allowed on the helideck during helicopter transfers.</p>

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	<p><b>9 Certificates</b></p> <p><b>9.1 Issue</b></p> <p><b>9.1.1</b> A MODU Safety Certificate (1979) will be issued by the Chief Marine Surveyor or by a survey authority in respect of a MODU surveyed in accordance with:</p> <p>(a) the 1979 MODU Code; and</p> <p>(b) except in the case of a MODU registered in a country other than Australia—the additional requirements in Appendix 2, and found to be in compliance.</p> <p><b>9.1.2</b> A MODU Safety Certificate (1989) will be issued by the Chief Marine Surveyor or by a survey authority in respect of a MODU surveyed in accordance with:</p> <p>(a) the 1989 MODU Code; and</p> <p>(b) except in the case of a MODU registered in a country other than Australia—the additional requirements in Appendix 2, and found to be in compliance.</p> <p><b>9.2 Duration</b></p> <p><b>9.2.1</b> A MODU certificate is valid for a period of 5 years from the date of issue, or for such lesser period as the survey authority or Chief Marine Surveyor issuing the certificate considers appropriate and specifies on the certificate, unless earlier cancelled by the Chief Marine Surveyor.</p> <p><b>9.2.2</b> The period of validity of a MODU certificate may not be extended, except in accordance with 13 of Marine Orders, Part 31.</p> <p><b>9.2.3</b> A MODU certificate ceases to be valid:</p> <p>(a) when cancelled by the Chief Marine Surveyor or survey authority for failure of the MODU to comply with this Part; or</p> <p>(b) on transfer of the registration of the MODU from one country to another.</p> <p><b>9.3 Endorsement</b></p> <p>A MODU certificate is to be endorsed by the surveyor following completion of an intermediate survey in accordance with the relevant MODU Code.</p>	<p>(ii) a person aboard, embarking or disembarking the helicopter. This is a penal provision.</p> <p><b>22 Issue</b></p> <p>22.1 For a MODU for which its current survey states that it complies with a code mentioned in the following table and with Schedule 2, the Manager, Ship Inspection and Registration or a survey authority must issue a certificate mentioned in the table for the code.</p> <p><b>Item Code Certificate</b></p> <p>1 1979 MODU Code MODU Safety Certificate (1979)</p> <p>2 1989 MODU Code MODU Safety Certificate (1989)</p> <p>3 2009 MODU Code MODU Safety Certificate (2009)</p> <p>22.2 The owner and the person in charge of a MODU registered in Australia must ensure that it also complies with Schedule 2.</p> <p><b>23 Cancellation</b></p> <p>23.1 The Manager, Ship Inspection and Registration or a survey authority may cancel a MODU certificate if the MODU for which the certificate is issued fails to comply with this Order.</p> <p>23.2 A person affected by a decision under subsection 23.1 may apply to the Administrative Appeals Tribunal for a review of the decision.</p> <p><b>24 Duration</b></p> <p>24.1 A MODU certificate:</p> <p>(a) has effect from the date it is issued; and</p> <p>(c) ceases to have effect at the earliest of the following:</p> <p>(i) 5 years after it is issued;</p> <p>(ii) a lesser period that the Manager, Ship Inspection and Registration or a survey authority issuing the certificate thinks appropriate and states on the certificate;</p> <p>(iii) on transfer of the registration of the MODU from a country to another country;</p> <p>(iv) when it is cancelled by the Manager, Ship Inspection and Registration or survey authority.</p> <p>24.2 The period of validity of a MODU certificate may be extended only in accordance with section 14 of <i>Marine Orders, Part 31 (Ship surveys and certification)</i>.</p> <p><b>25 Endorsement</b></p> <p>After completing an intermediate survey in accordance with the MODU Code that applies to a MODU, the surveyor must endorse the certificate mentioned in subsection 22.1 for the MODU.</p> <p><b>26 Control of MODUs</b></p> <p>The Manager, Ship Inspection and Registration may exercise control over a MODU to the extent mentioned in section 1.7 of the 2009 MODU Code.</p>	<p>Provision recast to align with current drafting style.</p> <p>New section added relating to cancellation of MODU certificates and appeal of decisions.</p> <p>Minor editorial amendments.</p> <p>Provision recast to clarify requirement.</p> <p>New section added in relation to the control of MODU</p>

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N/a	<p><b>6.1 MODU Code certificate</b>  A MODU must not move <del>or be moved from a location unless there is in force:</del>  (a) for a MODU constructed before 1 May 1991—a MODU Certificate (1979); or  (b) for a MODU constructed on or after 1 May 1991—a MODU Certificate (1989).  <b>Note:</b> <del>In circumstances where a MODU may need to move from a location at short notice, the owner should ensure that the appropriate certificate is held at all times.</del></p> <p><b>6.2 Maintenance of condition after survey</b>  <b>6.2.1</b> <del>Where a surveyor determines that, in any respect, a MODU does not comply with this Part or that the MODU is not fit to be engaged in operations, other than drilling operations, without danger to itself or to persons on board, the owner or the person in charge of the MODU must take the corrective action required by the surveyor.</del>  <b>6.2.2</b> If the safety of the MODU or persons on board is endangered by the occurrence of <del>an incident referred to</del> in section 268 of the Navigation Act or by any defect, other than in the drilling operations of the MODU, the person in charge must report the accident or defect in accordance with 12 of Marine Orders, Part 31.  <b>6.2.3</b> <del>Where a MODU, in respect of which there is held a valid MODU certificate, becomes less efficient or seaworthy by reason of any alteration or damage or by reason of any alteration or damage to any fitting, material, appliance or apparatus of the MODU, the person in charge must give notice in accordance with 5 of Marine Orders, Part 31.</del></p>	<p><b>27 MODU certificate — owner’s responsibility</b>  The owner of a MODU must not move a MODU, or cause a MODU to be moved, if there is not in force for the MODU a MODU certificate mentioned in the following table.  <b>Item   Date of construction of MODU   MODU certificate</b>  1   before 1 May 1991   MODU Safety Certificate (1979);  2   after 30 April 1991 and before 1 January 2012   MODU Safety Certificate (1989);  3   after 31 December 2011   MODU Safety Certificate (2009).  This is a penal provision.  <b>Note</b> If a MODU may need to be moved at short notice, the owner should ensure that the appropriate certificate is held at all times.</p> <p><b>28 MODU certificate — person in charge’s responsibility</b>  The person in charge of a MODU must not move a MODU, or cause a MODU to be moved, if there is not in force for the MODU a MODU certificate mentioned in the following table.  <b>Item   Date of construction of MODU   MODU certificate</b>  1   before 1 May 1991   MODU Safety Certificate (1979);  2   after 30 April 1991 and before 1 January 2012   MODU Safety Certificate (1989);  3   after 31 December 2011   MODU Safety Certificate (2009).  This is a penal provision.  <b>Note</b> If a MODU may need to be moved at short notice, the person in charge should ensure that the appropriate certificate is held at all times.</p> <p><b>29 Maintenance of condition after survey</b>  <b>29.1</b> The owner of a MODU must take corrective action required by a surveyor within the time specified by the surveyor if the surveyor determines that:  (a) the MODU does not comply with this Order; or  (b) the MODU is not fit to be engaged in operations, other than drilling operations, without danger to itself or to persons on board.  This is a penal provision.  <b>29.2</b> The person in charge of a MODU must take corrective action required by a surveyor within the time specified by the surveyor if the surveyor determines that:  (a) the MODU does not comply with this Order; or  (b) the MODU is not fit to be engaged in operations, other than drilling operations, without danger to itself or to persons on board.  This is a penal provision.  <b>29.3</b> If the safety of the MODU or of a person on board is endangered by the occurrence of an accident of a kind mentioned in section</p>	<p>Provision recast into two provisions (27 &amp; 28) to assign responsibility.</p> <p>Provision recast into two provisions (27 &amp; 28) to assign responsibility.</p> <p>Provision expanded to assign responsibility and minor editorial amendments.</p>

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	<p><b>10.1 Exemptions</b> An exemption granted or continued under a provision of Marine Orders, Part 47, <del>Issue 1,</del> and in force immediately before this Issue of this Part came into force, is to continue in force as if granted under this <del>Issue of this Part.</del></p> <p><b>10.2 Approvals</b> An appliance, item of equipment or arrangement approved under a provision of Marine Orders, Part 47, <del>Issue 1,</del> and in service on a MODU immediately before this Issue of this Part came into force, is deemed to be approved under this <del>Issue of this Part.</del></p> <p><b>10.3 Replacement or renewal of equipment etc</b> <del>If:</del> (a) an appliance, item of equipment or arrangement referred to in the relevant MODU Code is replaced; or (b) the MODU on which an appliance, item of equipment or arrangement referred to in the relevant MODU Code requires additional or different appliances, items of equipment or arrangements, <del>the</del> replacement or additional appliances, items of equipment or arrangements must, as far as practical, comply with the latest SOLAS specifications or requirements for such appliances, items of equipment or arrangements. If, however, a survival craft is replaced without replacing its launching appliance, or vice versa, the replacement may be of the same type as the item replaced.</p> <p><b>1 Definitions</b> In this appendix, the following definitions apply:</p>	<p>268 of the Navigation Act or by a defect in the MODU or its equipment, other than in the drilling operations of the MODU, the person in charge must report the accident or defect as if the report were a report under section 268 of the Act. This is a penal provision. <i>Note</i> For reports under s 268 of the Navigation Act — see s 13.2 of <i>Marine Orders, Part 31(Ship surveys and certification)</i>.</p> <p>29.4 If a MODU for which a valid MODU certificate is held becomes less efficient or seaworthy than it was when the certificate was issued because of any alteration or damage to the MODU or any fitting, material, appliance or apparatus of the MODU, the person in charge must give notice as if the notice were required by subsection 190A of the Navigation Act. This is a penal provision. <i>Note</i> For reports under s 190A of the Navigation Act — see s 6 of <i>Marine Orders, Part 31(Ship surveys and certification)</i>.</p> <p><b>30 Exemptions</b> An exemption granted or continued under a provision of a previous issue of <i>Marine Orders, Part 47,</i> and in effect on [the day before commencement], continues in effect as if granted under this Order.</p> <p><b>31 Approvals</b> An appliance, item of equipment or arrangement approved under a provision of a previous issue of <i>Marine Orders, Part 47,</i> and in service on a MODU on [the day before commencement], is taken to be approved under this Order.</p> <p><b>32 Replacement or renewal of equipment etc</b> 32.1 This section applies to a MODU for which: (a) an appliance, item of equipment or arrangement, required by the MODU Code that applies to the MODU, is replaced; or (b) the MODU Code that applies to the MODU requires the MODU to have an additional or different appliance, item of equipment or arrangement. 32.2 Each replacement or additional appliance, item of equipment or arrangement must, to the extent practical, comply with the most recent SOLAS specifications or requirements that apply to it. 32.3 However, the replacement may be of the same type as the item replaced if: (a) a survival craft is replaced without replacing its launching appliance; or (b) a launching craft for a survival craft is replaced without replacing the survival craft.</p> <p><b>Schedule 1 Personnel</b> (sections 12 and 19)</p> <p><b>1 Definitions</b> In this Schedule:</p>	<p>Minor editorial amendments.</p> <p>Minor editorial amendments.</p> <p>Minor editorial amendments.</p> <p>Minor editorial amendment.</p> <p>Minor editorial amendments.</p>

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	<p><b>competent person</b> means a person on board a MODU who has <b>previous</b> experience in MODU operations other than drilling or diving operations and <b>who</b> has the necessary skills to perform the duties <b>required by this appendix</b>;</p> <p><b>self-propelled MODU</b> includes:</p> <p>(a) a MODU equipped with means of propulsion for use, with or without the assistance of tugs, to transfer it from site to site; and</p> <p>(b) a MODU equipped with means of propulsion to maintain it in position while drilling; and</p> <p><b>special personnel</b> means a person, <b>not being</b> the master or a seaman, who is on board a MODU in connection with the purpose of the MODU or <b>any</b> related purpose and who has been given safety instruction at least to the level <b>specified in 14.2.4</b>.</p> <p><b>2 Application</b> This <b>appendix</b> does not apply to a MODU secured at a safe berth or during carriage in transit on a rig transporting vessel.</p> <p><b>3 Manning</b> <b>3.1</b> The owner of a MODU must ensure that the <b>manning</b> of the MODU <b>comprises at least</b>:</p> <p>(a) <b>in the case of</b> a MODU at anchor or otherwise connected to the seabed, other than a self-propelled MODU—a person-in-charge and <b>such</b> number of competent persons <b>as determined by the owner to be</b> sufficient to undertake normal operations and emergency procedures; or</p> <p>(b) <b>in the case of</b> a manned MODU under tow, other than a self-propelled MODU— <b>a person-in-charge and, subject to 3.2 and 3.3, such</b> number of persons <b>as determined by the owner to be sufficient to undertake towage operations and emergency procedures; or</b></p> <p>(c) <b>in the case of</b> a self-propelled MODU—a person-in-charge and such number of competent persons <b>as determined by the owner</b> to be sufficient to undertake normal operations and emergency procedures and <b>must include no fewer than</b> the number, if any, of persons qualified in accordance with Marine Orders, Part 3, specified <b>in respect of</b> that MODU by the Manager.</p> <p><b>3.2</b> The manning specified in 3.1(b) <b>is to comprise</b>:</p> <p>(a) <b>persons holding a</b> valid Certificate as Able Seaman or equivalent; and</p> <p>(b) <b>persons holding a valid</b> Certificate of Safety Training, <b>who have served not less than</b> 2 years <b>in aggregate</b> on MODUs and <b>have previous</b> experience in MODU towage operations, not fewer than the number specified in the operating manual relating to that MODU, for towage operations and emergency procedures, or where the Manager has specified a number in</p>	<p><b>competent person</b> means a person on board a MODU who:</p> <p>(a) has experience in MODU operations, other than drilling or diving operations; and</p> <p>(b) has the skills necessary to perform the duties <b>this Schedule requires the person to perform</b>.</p> <p><b>self-propelled MODU</b> includes:</p> <p>(a) a MODU equipped with means of propulsion for use, with or without the assistance of tugs, to transfer it from site to site; and</p> <p>(b) a MODU equipped with means of propulsion to maintain it in position while drilling.</p> <p><b>special personnel</b> means a person who:</p> <p>(a) <b>is not</b> the master or a seaman; and</p> <p>(b) is on board a MODU in connection with the purpose of the MODU or <b>a</b> related purpose; and</p> <p>(c) has been given safety instruction at least to the level <b>mentioned in subclause 14.11 of Schedule 2</b>.</p> <p><b>2 Application</b> This <b>Schedule</b> does not apply to a MODU secured at a safe berth or during carriage in transit on a rig transporting vessel.</p> <p><b>3 Crew</b> <b>3.1</b> The owner of a MODU must ensure that <b>the crew</b> of the MODU <b>includes a person in charge (if the master is not the person in charge) and the following persons</b>:</p> <p>(a) <b>for</b> a MODU at anchor or otherwise connected to the seabed, other than a self-propelled MODU — the number of competent persons <b>that the owner thinks are</b> sufficient to undertake normal operations and emergency procedures;</p> <p>(b) <b>for</b> a manned MODU under tow, other than a self-propelled MODU — <b>the number of</b> persons, with the qualifications mentioned in clause 3.2, that the owner thinks are sufficient to undertake towage operations and emergency procedures, including at least the persons mentioned in subclause 3.3;</p> <p>(c) <b>for</b> a self-propelled MODU — the number of competent persons <b>that the owner thinks</b> are sufficient to undertake normal operations and emergency procedures, <b>including at least the</b> number of persons, qualified in accordance with <i>Marine Orders, Part 3 (Seagoing qualifications)</i>, specified <b>for the</b> MODU by the Manager, Ship Operations and Qualifications.</p> <p><b>3.2</b> For paragraph 3.1(b), the qualifications are:</p> <p>(a) a Certificate as Able Seaman or equivalent; and</p> <p>(b) a Certificate of Safety Training, <b>at least</b> 2 years service on MODUs and experience in MODU towage operations.</p> <p><b>3.3</b> For paragraph 3.1(b), the crew must include at least:</p> <p>(a) the number of persons specified by the</p>	<p>Minor editorial amendment.</p> <p>Minor editorial amendments.</p>

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	<p>respect of that MODU, not fewer than that number.</p> <p><b>3.3</b> The owner of a <b>manned</b> MODU under tow must ensure that the MODU carries as part of its crew at least one person holding a valid GMDSS operator certificate, and <b>a sufficient number of</b> other persons capable of communicating with the towing vessels <b>so as</b> to ensure that communication can be maintained at all times.</p> <p><b>4 Person-in-charge</b>  <i>Note: Various persons may be appointed person-in-charge, according to shift and according to the mode of operation of the MODU.</i></p> <p><b>4.1</b> A person <b>must not</b> be appointed person-in-charge during any mode of operation of a MODU <b>unless that</b> person is:  (a) well acquainted with the characteristics, capabilities and limitations of the MODU during <b>that mode</b>;  (b) capable of directing all tasks relevant to the MODU's operation in <b>that mode</b>; and  (c) capable of directing emergency procedures.</p> <p><b>4.2</b> A person must not be appointed person-in-charge of a self-propelled MODU under way unless that person is:  (a) the master of the MODU; and  (b) holder of a valid Certificate of Competency as Master Class 1.</p> <p><i>Note: It is not necessary for a master of a MODU to be person-in-charge, when the MODU is anchored or otherwise connected to the seabed.</i></p> <p><b>4.3</b> A person <b>must not</b> be appointed person-in-charge of a <b>manned</b> MODU, other than a self-propelled MODU, under tow unless that person is:  (a) well experienced in all aspects of MODU-towing operations; and  (b) holder of a valid Certificate of Competency as Master Class 1 or is assisted by a person on board holding such a qualification.</p> <p><b>4.4</b> The person appointed in charge of an <b>unmanned</b> MODU under tow must be the master of a vessel towing the MODU.</p> <p><b>4.5</b> For the purposes of 4.3 and 4.4, <b>an unmanned MODU will continue to be treated as unmanned even though persons</b> are aboard for short periods to carry out inspections, or to maintain, adjust or reconnect towing gear.</p> <p><b>5 Duration of responsibility</b></p> <p><b>5.1</b> When <b>ever</b> a person assumes the duties of person-in-charge, an entry to this effect, including the time of changeover, must be made in the <b>appropriate</b> logbook.</p> <p><b>5.2</b> The person-in-charge remains person-in-charge <b>for the purposes of</b> this <b>Part</b>, from the time of signing on in the logbook as person-in-</p>	<p>Manager, Ship Operations and Qualifications for the MODU; or  (b) in any other case — the number of persons specified in the operating manual for the MODU for towage operations and emergency procedures.</p> <p><b>3.4</b> The owner of a MODU <b>that has a crew and is</b> under tow must ensure that the MODU carries as part of its crew at least 1 person who holds a GMDSS operator certificate and <b>enough</b> other persons capable of communicating with the towing vessels to ensure that communication can be maintained at all times.</p> <p><b>4 Person in charge</b>  <i>Note</i> Various persons may be appointed person in charge, according to shift and according to the mode of operation of the MODU.</p> <p><b>4.1</b> A person <b>may</b> be appointed as person in charge during any mode of operation of a MODU <b>only if</b> the person is:  (a) well acquainted with the characteristics, capabilities and limitations of the MODU <b>during the mode of operation</b>; and  (b) capable of directing all tasks relevant to the MODU's operation in <b>the mode of operation</b>; and  (c) capable of directing emergency procedures.</p> <p><b>4.2</b> A person other than the master must not be appointed as person in charge of a self-propelled MODU under way, other than under tow.</p> <p><i>Note</i> It is not necessary for a master of a MODU to be person in charge when the MODU is anchored or otherwise connected to the seabed.</p> <p><b>4.3</b> A person <b>may</b> be appointed as person in charge of a MODU, other than a self propelled MODU, <b>that has a crew</b> and is under tow only if the person:  (a) is well experienced in all aspects of MODU towing operations; and  (b) holds, <b>or is assisted by a person on board who holds</b>, a Certificate of Competency as Master Class 1.</p> <p><b>4.4</b> The person appointed in charge of an MODU <b>that does not have a crew</b> and is under tow must be the master of a vessel towing the MODU.</p> <p><b>4.5</b> For subclauses 4.3 and 4.4, <b>an MODU is not taken to have a crew only because persons</b> are aboard for short periods to carry out inspections or to maintain, adjust or reconnect towing gear.</p> <p><b>5 Duration of responsibility</b></p> <p><b>5.1</b> When a person assumes duties as person in charge, an entry to this effect, including the time of changeover, must be made in the logbook.</p> <p><b>5.2</b> The person in charge remains as person in charge for this <b>Order</b> from the time of signing on in the logbook as person in charge</p>	<p>Minor editorial amendments</p> <p>Minor editorial amendments.</p>

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	<p>charge to the time of signing off.</p> <p><b>5.3</b> Changeover of person-in-charge must be effected in accordance with the procedures specified in the operating manual relating to the MODU.</p> <p><b>6 Responsibilities of person-in-charge of a MODU under tow</b></p> <p><b>6.1</b> The person-in-charge of a MODU under tow must, prior to the tow commencing:</p> <p>(a) ensure by inspection that:</p> <p>(i) the towing gear, including emergency towing gear, is set up in accordance with the appropriate arrangement specified in the operating manual relating to that MODU, for the intended voyage;</p> <p>(ii) the towing arrangements on each towing vessel are sound;</p> <p>(iii) the connecting arrangements between the towing gear on the MODU and on each towing vessel are sound; and</p> <p>(b) certify in the logbook that the inspections have been carried out and that the towing arrangements, including emergency towing arrangements, are in all respects fit for the intended voyage.</p> <p><b>6.2</b> While a MODU is under tow, the person-in-charge must:</p> <p>(a) ensure the operational safety of the MODU;</p> <p>(b) direct all emergency operations, including if considered necessary, abandonment of the MODU;</p> <p>(c) in consultation with the master on each towing vessel, determine the course to steer and the speed;</p> <p>(d) ensure the safety and direct any necessary adjustment of the towing gear on the MODU;</p> <p>(e) direct the release of towing gear; and</p> <p>(f) direct the preparation, connection and use, if necessary, of emergency towing gear.</p> <p><b>6.3</b> A person-in-charge being assisted by a person holding a valid Certificate of Competency as Master Class 1 must obtain the advice of that person before carrying out the duties specified in 6.1 and 6.2.</p> <p><b>1 Towage fittings</b></p> <p>Towage fittings must be so designed, constructed and installed as to minimise, having regard to both normal and emergency conditions, danger to personnel during towing operations and must be such as satisfy the survey authority.</p> <p><b>2 Construction portfolio</b></p> <p>The copy of the construction portfolio required to be carried on board a MODU by paragraph 2.8 of the 1979 MODU Code or paragraph 2.9 of the 1989 MODU Code must be maintained up to date.</p>	<p>to the time of signing off.</p> <p><b>5.3</b> Changeover of person in charge must be done in accordance with the operating manual for the MODU.</p> <p><b>6 Responsibilities of person in charge of a MODU under tow</b></p> <p><b>6.1</b> The person in charge of a MODU under tow must, before the tow commences:</p> <p>(a) ensure by inspection that:</p> <p>(i) the towing gear, including emergency towing gear, is set up in accordance with the arrangement, mentioned in the operating manual for the MODU, that is appropriate for the intended voyage; and</p> <p>(ii) the towing arrangements on each towing vessel are fit for the purpose; and</p> <p>(iii) the connecting arrangements between the towing gear on the MODU and on each towing vessel are fit for the purpose; and</p> <p>(b) make an official entry in the logbook that the inspections have been carried out and that the towing arrangements, including emergency towing arrangements, are fit for the intended voyage.</p> <p><b>6.2</b> While a MODU is under tow, the person in charge must:</p> <p>(a) ensure the operational safety of the MODU; and</p> <p>(b) direct all emergency operations, including, if he or she considers necessary, abandonment of the MODU; and</p> <p>(c) in consultation with the master on each towing vessel, determine the course to steer and the speed; and</p> <p>(d) ensure the safety and direct any adjustment of the towing gear on the MODU that he or she consider necessary; and</p> <p>(e) direct the release of towing gear; and</p> <p>(f) direct the preparation, connection and use, if he or she considers necessary, of emergency towing gear.</p> <p><b>6.3</b> A person in charge being assisted by a person holding a Certificate of Competency as Master Class 1 must obtain the advice of that person before carrying out the duties mentioned in subclauses 6.1 and 6.2.</p> <p><b>Schedule 2 Additional requirements</b> (sections 17 and 22)</p> <p><b>1 Towage fittings</b></p> <p>Towage fittings must be designed, built and installed in a way that minimises danger to personnel during towing operations in both normal and emergency conditions.</p> <p><b>2 Construction portfolio</b></p> <p>The copy of the construction portfolio required to be carried on board a MODU by paragraph 2.8 of the 1979 MODU Code, paragraph 2.9 of the 1989 MODU Code or paragraph 2.13 of the 2009 MODU Code must be maintained up to date.</p>	<p>Minor editorial amendments.</p> <p>Minor editorial amendment.</p> <p>Minor editorial amendments and removal of reference to 'satisfy the survey authority'. 2009 MODU code reference added.</p>

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	<p><b>3 External openings</b></p> <p><b>3.1</b> External openings for use during operation of a MODU, while afloat, that could affect watertight integrity, <del>including air pipes, regardless of the fitting of closing appliances, ventilators, ventilation intakes and outlets, non-watertight hatches and doorways not fitted with a watertight closing appliance</del> must be so located that their lower edges will not submerge when the MODU is inclined to the first intercept between the righting moment and wind heeling moment curves in an intact or damaged stability condition under the 1979 MODU Code or the 1989 MODU Code.</p> <p><b>3.2</b> External openings <del>such as manholes fitted with close bolted covers, small hatches and sidescuttles of a non-opening type</del> may be so located as to submerge when the MODU is damaged as assumed by 3.5 of the 1979 MODU Code or the 1989 MODU Code.</p> <p><b>3.3</b> <del>Small hatches referred to in 3.2 are those normally used for access by personnel and must each be fitted with:</del></p> <p>(a) a quick-acting watertight cover of steel or equivalent material acceptable to the survey authority;</p> <p>(b) a visual or other alarm system arranged to show personnel, both locally and at a central position, whether the hatch covers are open or closed; and</p> <p>(c) a notice board to the effect that the closing appliance is to be closed while at sea and is for temporary use only, <del>but are not to be regarded as emergency exits.</del></p> <p><b>4 Height of coamings, etc</b></p> <p>The height of hatch and ventilator coamings, air pipes, door sills and similar items in exposed positions and their means of closing must be determined by consideration of both intact and damage stability requirements.</p> <p><b>5 Weathertight closing appliances</b></p> <p>Weathertight closing appliances must be fitted to:</p> <p>(a) openings that may become submerged before the heeling angle at which the minimum specified area is achieved under the intact criteria <del>of the 1979 and 1989 MODU Codes</del> and, for column stabilised MODUs, the damage criteria of the 1989 MODU Code; and</p> <p>(b) openings that lead to spaces the volume of which is included in the calculation of cross</p>	<p><b>3 External openings</b></p> <p>3.1 <b>An</b> external opening for use during operation of a MODU, while afloat, that could affect watertight integrity must be located so that its lower edge will not submerge when the MODU is inclined to the first intercept between the righting moment and wind heeling moment curves in an intact or damaged stability condition under the 1979 MODU Code, the 1989 MODU Code <b>or the 2009 MODU Code.</b></p> <p><b>3.2</b> For subclause 3.1, an <b>external opening</b> includes the following <b>non-watertight</b> openings:</p> <p>(a) an air pipe, whether or not a closing appliance is fitted;</p> <p>(b) a ventilator;</p> <p>(c) a ventilation intake or outlet;</p> <p>(d) a non-watertight hatch;</p> <p>(e) a doorway not fitted with a <b>watertight</b> closing appliance.</p> <p>3.3 A <b>watertight</b> external opening may be located so that it submerges when the MODU is damaged as mentioned in paragraph 3.5 of the 1979 MODU Code or the 1989 MODU Code or paragraph 3.6 of the 2009 MODU Code.</p> <p><i>Examples of watertight external openings</i></p> <p>(a) a manhole fitted with a close bolted cover;</p> <p>(b) a small hatch or a sidescuttle of a non-opening type.</p> <p>3.4 For subclause 3.3, a <b>small hatch</b> is a hatch normally used for access by personnel.</p> <p>3.5 Each small hatch must be fitted with:</p> <p>(a) a quick-acting watertight cover of steel or equivalent material acceptable to the survey authority; and</p> <p>(b) a visual or other alarm system arranged to show personnel, both locally and at a central position, whether the hatch cover is open or closed; and</p> <p>(c) a notice board to the effect that the closing appliance is to be closed while at sea and is for temporary use only.</p> <p>3.6 A small hatch may be used as an <b>emergency exit only if it is clearly marked for that purpose.</b></p> <p><b>4 Height of coamings and other features</b></p> <p>The height of hatch and ventilator coamings, air pipes, door sills and similar items in exposed positions and their means of closing must be determined for both intact and damage stability requirements.</p> <p><b>5 Weathertight closing appliances</b></p> <p>5.1 <b>A</b> weathertight closing appliance must be fitted to:</p> <p>(a) <b>each</b> opening that may become submerged before the heeling angle at which the minimum specified area is achieved under:</p> <p>(i) the intact criteria <b>of the MODU Code that applies to the MODU;</b> or</p> <p>(ii) for a column stabilised MODU — the damage criteria of the 1989 MODU Code or</p>	<p>Minor editorial amendments and inclusion of 2009 MODU code reference.</p> <p>No change.</p> <p>Note included as a provision to the section. Otherwise minor editorial amendments to recast in current drafting style.</p>

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	<p>curves of stability.</p> <p><del>Note: Sanitary discharges originating in spaces referred to in 5(b) should be fitted with non-return valves where the discharges pass through the shell.</del></p> <p><b>6 Electrical</b></p> <p><b>6.1 Precautions against electric shock</b> In paragraph 5.5.1 of the 1979 and 1989 MODU Codes, 55V should be read as 50V in respect of a MODU <del>built on or after 1 July 2000</del>.</p> <p><b>6.2 Low location lighting</b> A MODU <del>constructed on or after 1 July 2000</del> must comply with IMO Resolution A.752(18) <i>Guidelines for the evaluation, testing and application of low-location lighting on passenger ships</i>.</p> <p><b>7 Fire precautions</b></p> <p><b>7.1 Fire hose specifications</b> A fire hose must <del>be</del>: (a) constructed of material acceptable to the <del>Chief Marine Surveyor</del>; (b) not more than 18 <del>metres in length</del>; (c) <del>provided with</del> a dual purpose nozzle and the necessary couplings; and (d) together with any necessary fittings and tools, kept ready for use in a conspicuous position near a hydrant or other connection.</p> <p><b>7.2 Fire test procedures</b> A MODU <del>constructed on or after 1 July 2000</del> must comply with IMO Resolution MSC.61(67) <i>International Code for Application of Fire Test Procedures</i>.</p> <p><b>7.3 Sprinkler systems</b> A MODU <del>constructed on or after 1 July 2000</del> must comply with IMO Resolution A.800(19) <i>Revised guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS Regulation II-2/12</i>.</p> <p><b>8 Helicopters</b></p> <p><b>8.1 Helicopter deck</b> <del>Where</del> a high fire risk space is located below a helicopter deck, <del>such</del> space must be insulated to a standard to the satisfaction of the <del>Chief Marine Surveyor</del>.</p> <p><b>8.2 Helicopter facilities</b> A MODU <del>constructed on or after 1 July 2000</del> must comply with IMO Resolution A.855(20) <i>Standards for on-board helicopter facilities</i>.</p> <p><b>9 Permanent piping for oxy-acetylene</b> Permanent piping systems for oxy-acetylene may be installed in a MODU <del>provided</del>: (a) all fixed piping is of steel <del>and suitable joints are fitted</del>;</p>	<p>the 2009 MODU Code that applies to the MODU; and (b) each opening that leads to a space the volume of which is included in the calculation of cross curves of stability.</p> <p>5.2 For any sanitary discharge that originates in a space mentioned in paragraph 5.1(b), a non-return valve must be fitted where it passes through the shell.</p> <p><b>6 Electrical</b> Precautions against electric shock 6.1 For a MODU <del>built after 30 June 2000</del>, the reference to 55V in paragraph 5.5.1 of the 1979 and 1989 MODU Codes <del>and paragraph 5.6.1 of the 2009 MODU Code</del>, is to be read as 50V.</p> <p>Low location lighting 6.2 A MODU <del>built after 30 June 2000</del> must comply with IMO Resolution A.752(18) <i>Guidelines for the evaluation, testing and application of low-location lighting on passenger ships</i>.</p> <p><b>7 Fire precautions</b> Fire hose specifications 7.1 A fire hose must: (a) <del>be</del> constructed of material acceptable to the <del>Manager, Ship Inspection and Registration</del>; and (b) <del>be</del> not more than 18 <del>m long</del>; and (c) <del>have</del> a dual purpose nozzle and the necessary couplings; and (d) together with any necessary fittings and tools, <del>be</del> kept ready for use in a conspicuous position near a hydrant or other <del>water</del> connection.</p> <p>Fire test procedures 7.2 A MODU <del>built after 30 June 2000</del> must comply with IMO Resolution MSC.61(67) <i>International Code for Application of Fire Test Procedures, as amended by MSC.101(73) and MSC.173(79)</i>.</p> <p>Sprinkler systems 7.3 A MODU <del>built after 30 June 2000</del> must comply with IMO Resolution A.800(19) <i>Revised guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS Regulation II-2/12, as amended by IMO Resolution MSC.284(86)</i>.</p> <p><b>8 Helicopters</b> Helicopter deck 8.1 <del>If</del> a high fire risk space is located below a helicopter deck, <del>the</del> space must be insulated in a way that the <del>Manager, Ship Inspection and Registration</del> considers appropriate.</p> <p>Helicopter facilities 8.2 A MODU <del>built after 30 June 2000</del> must comply with IMO Resolution A.855(20) <i>Standards for on-board helicopter facilities</i>.</p> <p><b>9 Permanent piping for oxy-acetylene</b> A permanent piping system for oxy-acetylene may be installed in a MODU <del>only if</del>: (a) all <del>of the</del> fixed piping is <del>made</del> of steel; and (b) material used in the system, except for</p>	<p>Minor editorial amendments and inclusion of 2009 MODU Code reference.</p> <p>Minor editorial amendments and update of IMO resolutions.</p> <p>Minor editorial amendments</p> <p>Minor editorial amendments</p>

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	<p>(b) material <del>containing more than 70 per cent copper is</del> not used in the system except for welding or cutting tips;</p> <p>(c) allowance is made for expansion of the piping; and</p> <p>(d) the piping system is suitable for <del>the intended pressures.</del></p> <p><b>10 Medical</b></p> <p><b>10.1 Stretcher</b> A self-propelled MODU or a MODU under tow must <del>be provided with</del> a stretcher suitable for use in lifting an injured person into a helicopter.</p> <p><b>10.2 Length of voyage</b> For the purpose of assessing the quantities of medical stores to be carried to comply with Marine Orders, Part 10, a MODU is <del>deemed</del> to be on a voyage of 28 days. <del>Note: A MODU is also required to carry such medical supplies as are specified by relevant Directions made pursuant to the Petroleum (Submerged Lands) Act 1967 and the laws of a State or the Northern Territory in relation to its adjacent area. However, if those laws require, either partly or wholly, the same supplies that are required by Marine Orders, Part 10, it is not necessary to carry duplicate supplies.</del></p> <p><b>11 Guards and rails</b> The perimeter of all floor and deck areas and openings must <del>be provided with suitable</del> guards, rails or other safety devices to prevent persons from falling overboard.</p> <p><b>12 Means of embarkation</b></p> <p><b>12.1</b> Means requiring minimal physical exertion must be provided for embarkation into survival craft having regard to: (a) the shape and configuration of the MODU; and (b) the method of launching the craft. <del>Note: Fixed ladders from deck to sea level may be provided to assist the embarkation of persons cut off by fire from their survival craft embarkation points.</del></p> <p><b>12.2</b> Personnel landings, <del>where</del> fitted, and sea areas in their vicinity must <del>be provided</del> with efficient illumination.</p> <p><b>13 Operating manual</b></p> <p><b>13.1</b> In addition to the requirements of 14.1 of the 1979 MODU Code or the 1989 MODU Code, the following must be carried on board a MODU: (a) a plan showing hazardous areas, including areas set aside for the storage of dangerous substances; (b) operating instructions for the diving system, if any; (c) instructions for setting up towing gear, including measures to prevent chafing of chains, wires or ropes in the tow line or lines, methods for shortening, lengthening or recovering tow lines, and detailing emergency towing gear and its preparation for use prior to commencement of a tow; (d) a list of all instruction, operational and</p>	<p>welding and cutting tips, <del>does not contain more than 70% copper;</del> and</p> <p>(c) allowance is made for expansion of the piping; and</p> <p>(d) the piping system is suitable <del>for the pressures for which it is made.</del></p> <p><b>10 Medical</b></p> <p>10.1 A self-propelled MODU or a MODU under tow must <del>have</del> a stretcher suitable for use in lifting an injured person into a helicopter.</p> <p>10.2 For assessing the quantities of medical stores to be carried to comply with <i>Marine Orders, Part 10 (Medical first aid on ships)</i>, a MODU is <del>taken</del> to be on a voyage of 28 days. <del>Note For other requirements for a MODU to carry medical supplies, see the laws of a State or the Northern Territory for the area of operation.</del></p> <p><b>11 Guards and rails</b> The perimeter of all floor and deck areas and openings must <del>have</del> guards, rails or other safety devices <del>designed</del> to prevent persons from falling overboard.</p> <p><b>12 Means of embarkation</b></p> <p>12.1 Means requiring minimal physical exertion must be provided for embarkation into survival craft having regard to: (a) the shape and configuration of the MODU; and (b) the method of launching the craft. <del>Note Fixed ladders from deck to sea level may be provided to assist the embarkation of persons cut off by fire from their survival craft embarkation points.</del></p> <p>12.2 Personnel landings, <del>if</del> fitted, and sea areas in their vicinity must <del>have</del> efficient illumination.</p> <p><b>13 Documentation</b></p> <p>13.1 In addition to the requirements of <del>paragraph</del> 14.1 of the 1979 MODU Code, the 1989 MODU Code or the <del>2009</del> MODU Code, the following must be carried on board a MODU: (a) a plan showing hazardous areas <del>on the MODU</del>, including areas set aside for the storage of dangerous substances; (b) operating instructions for the diving system, if any; (c) instructions for setting up towing gear, including measures to prevent chafing of chains, wires or ropes in tow lines, methods for shortening, lengthening or recovering tow lines and detailing emergency towing gear and its preparation for use before a tow starts; (d) a list of all instruction, operational and</p>	<p>Minor editorial amendments and simplification of note referring to State laws related to medical supplies.</p> <p>Minor editorial amendments.</p> <p>Minor editorial amendments.</p> <p>Minor editorial amendments and adding reference to 2009 MODU Code.</p>

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	<p>maintenance manuals for all fittings, appliances and apparatus provided aboard the MODU;  (e) a document <b>specifying</b> the persons who may be appointed person-in-charge in the various modes of operation, towage, standby or stacked, and the minimum number and qualifications of persons required aboard the MODU in the various modes of operation, including towing;  (f) changeover procedures to be followed when the duties of person in charge are transferred <b>from one person to another</b>.</p> <p><b>Note 1:</b> <b>Where appropriate, the format of documents relating to stability, capacities, etc. should be in the form of the Stability Book required by Marine Orders, Part 12.</b></p> <p><b>Note 2:</b> <b>Where appropriate, documents used to describe and implement the MODU's Safety Management System will be accepted as fulfilling, in whole or in part, the requirements for operating manuals for normal and emergency operations, including the additional material required by paragraph 14.1.5 of the 1989 MODU Code.</b></p> <p><b>13.2</b> <b>Except for the purpose of 13.3, the instruction, operational and maintenance manuals referred to in 13.1(d) are to comprise part of the operating manual.</b></p> <p><b>13.3</b> The operating manual may be maintained in the form of a single book, or of a book supplemented by associated plans and the manuals <b>referred to</b> in 13.2.</p> <p><b>13.4</b> The operating manual must be maintained up to date at all times, <b>having regard to equipment on board.</b></p> <p><b>13.5</b> A copy of the operating manual must be <b>retained, available for ready reference,</b> at the MODU's base port in Australia. A copy of the standard towage arrangements, and the owner's proposed standard requirements for manning <b>by marine crew</b> for all modes of operation, including towing, <b>is to be provided to the Manager.</b></p> <p><b>13.6</b> A copy of <b>that portion</b> of the operating manual <b>related to</b> mode change between any of the modes drilling, towing, self-propelled, anchored and stacked must be <b>provided to the Manager.</b></p> <p><b>14 Emergencies</b>  <b>14.1 Drills</b>  <b>14.1.1</b> Emergency survival training is to be conducted in abandon MODU and fire drills at least once a week <b>and all personnel are to</b> participate in such drills at least once a month.  <b>14.1.2</b> Drills must, <b>so far as</b> practicable, make use of all life-saving and fire-fighting equipment <b>provided</b> on board, including at least:  (a) sounding of the general emergency signal described in the muster list;</p>	<p>maintenance manuals for all fittings, appliances and apparatus on the MODU;  (e) a document <b>stating</b> the persons who may be appointed person in charge in the various modes of operation, towage, standby or stacked, and the minimum number and qualifications of persons required aboard the MODU in the various modes of operation, including towing;  (f) changeover procedures to be followed when the duties of person in charge are transferred <b>to another person</b>.</p> <p><b>Note 1</b> If appropriate, the format of documents relating to stability, capacities etc should be in the form of the Stability Book required by <b>Marine Orders, Part 12 (Construction — subdivision and stability, machinery and electrical installations).</b></p> <p><b>Note 2</b> Documents used to describe and implement the MODU's safety management system <b>may</b> be accepted as <b>meeting</b>, in whole or in part, the requirements for <b>operational</b> manuals for normal and emergency operations, including the additional material required by paragraph 14.1.5 of the 1989 MODU Code <b>or paragraph 14.1.5 of the 2009 MODU Code.</b></p> <p><b>13.2</b> The instruction, operational and maintenance manuals mentioned in paragraph 13.1(d) <b>must be included in</b> the operating manual.</p> <p><b>13.3</b> The operating manual may be maintained in the form of a single book, or of a book supplemented by associated plans and the manuals <b>mentioned in subclause 13.2.</b></p> <p><b>13.4</b> The operating manual must be maintained up to date at all times.</p> <p><b>13.5</b> A copy of the operating manual must be <b>available for inspection</b> at the MODU's base port in Australia.</p> <p><b>13.6</b> A copy of the standard towage arrangements, and the owner's proposed standard requirements for manning for all modes of operation, including towing, <b>must be given to the Manager, Ship Operations and Qualifications.</b></p> <p><b>13.7</b> A copy of <b>the part</b> of the operating manual that <b>deals with</b> mode change between any of the modes drilling, towing, self-propelled, anchored and stacked must be <b>given to the Manager, Ship Operations and Qualifications.</b></p> <p><b>14 Emergencies</b>  <b>Drills</b>  <b>14.1</b> Emergency survival training must be conducted in abandon MODU and fire drills at least once a week.  <b>14.2</b> <b>Each member of the crew and special personnel must</b> participate in the training at least once a month.  <b>14.3</b> Drills must, <b>to the extent</b> practicable, make use of all life-saving and fire-fighting equipment on board, including at least <b>the</b></p>	<p>Minor editorial amendments and update of resolution references.</p>

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	<p>(b) donning of lifejackets and, if provided, immersion or survival suits;</p> <p>(c) use of emergency escape routes to muster stations;</p> <p>(d) instruction in preparing, boarding and launching of survival craft including, <b>where</b> practicable, partial lowering or launching of such craft;</p> <p>(e) operating survival craft and rescue craft engines;</p> <p>(f) operating radio life-saving appliances, without actual transmission on any distress frequency;</p> <p>(g) sounding fire alarms and any other emergency alarms fitted;</p> <p>(h) wearing firemen's outfits by fire-fighting personnel and operating fixed firefighting equipment <b>such as</b> fire pumps, hoses and hydrants, sprinkler systems and foam generators;</p> <p>(i) demonstration of the operation and application of portable fire extinguishers;</p> <p>(j) fastening fire and watertight doors and other closing arrangements to enclosed spaces and escape routes;</p> <p>(k) monitoring remote controls for stopping ventilation and fuel supplies to machinery spaces; and</p> <p>(l) checking emergency lighting of escape routes and survival craft embarkation and launching areas.</p> <p><b>14.1.3</b> <b>Where</b> practicable, and subject to suitability of weather and sea conditions, a rescue craft or rigid survival craft must be launched every month, in rotation, so that each such craft is launched with its operating crew aboard and manoeuvred in the water at least once every three months.</p> <p><b>14.1.4</b> The complete emergency system, including automatic starting arrangements, must be tested at least once a month in conjunction with a drill.</p> <p><b>14.2 Emergency training</b></p> <p><b>14.2.1</b> Emergency training must:</p> <p><del>(a) where appropriate, be given in conjunction with emergency drills; and</del></p> <p><del>(b) where necessary, be supplemented by other training.</del></p> <p><b>14.2.2</b> Personnel assigned special duties may be trained for such duties on the MODU or at a suitable training establishment.</p> <p><b>14.2.3</b> Personnel are, <b>for the purposes</b> of <b>appropriate</b> emergency training, to be categorised:</p> <p>(a) visitors and special personnel not normally employed on the MODU;</p> <p>(b) special personnel normally employed on the MODU, not having special duties for the survival of others;</p> <p>(c) special personnel normally employed on the MODU, having special duties for the survival of others; or</p> <p>(d) seafarers.</p> <p><b>14.2.4</b> <b>Persons in category 14.2.3(a)</b> must, <b>upon</b> arrival aboard the MODU be <b>properly</b> instructed</p>	<p><b>following:</b></p> <p>(a) sounding the general emergency signal described in the muster list;</p> <p>(b) donning lifejackets and immersion or survival suits, <b>if any</b>;</p> <p>(c) use of emergency escape routes to muster stations;</p> <p>(d) instruction in preparing, boarding and launching survival craft including, <b>if</b> practicable, partial lowering or launching of the craft;</p> <p>(e) operating survival craft and rescue craft engines;</p> <p>(f) operating radio life-saving appliances, without actual transmission on any distress frequency;</p> <p>(g) sounding fire alarms and any other emergency alarms fitted;</p> <p>(h) wearing fire-fighting outfits by fire-fighting personnel and operating fixed fire-fighting equipment (<b>eg</b> fire pumps, hoses and hydrants, sprinkler systems and foam generators);</p> <p>(i) demonstration of the operation and application of portable fire extinguishers;</p> <p>(j) fastening fire and watertight doors and other closing arrangements to enclosed spaces and escape routes;</p> <p>(k) monitoring remote controls for stopping ventilation and fuel supplies to machinery spaces;</p> <p>(l) checking emergency lighting of escape routes and survival craft embarkation and launching areas.</p> <p><b>14.4</b> <b>If</b> practicable, and subject to suitability of weather and sea conditions, a rescue craft or rigid survival craft must be launched every month, in rotation, so that each craft is launched with its operating crew aboard and manoeuvred in the water at least once every 3 months.</p> <p><b>14.5</b> The complete emergency system, including automatic starting arrangements, must be tested at least once a month in conjunction with a drill.</p> <p><b>Emergency training</b></p> <p><b>14.6</b> Emergency training must <b>comply with provision 5 of the Annex to IMO Resolution A.891(21).</b></p> <p><b>14.7</b> Personnel assigned special duties may be trained for those duties on the MODU or at a training establishment <b>approved by AMSA.</b></p> <p><b>14.8</b> <b>For provision</b> of emergency training, personnel must be categorised as:</p> <p>(a) visitors and special personnel not normally employed on the MODU; or</p> <p>(b) special personnel normally employed on the MODU, not having special duties for the survival of others; or</p> <p>(c) special personnel normally employed on the MODU, having special duties for the survival of others; or</p> <p>(d) seafarers.</p> <p><b>14.9</b> <b>Each person mentioned in paragraph</b></p>	

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	<p>in:</p> <p>(a) the need to be prepared for an emergency;</p> <p>(b) the need to observe strictly the requirements of the muster list, in particular those relating to:</p> <p>(i) specific conduct in any emergency;</p> <p>(ii) muster stations and survival craft stations;</p> <p>(iii) the general emergency signal; and</p> <p>(iv) the abandon MODU signal;</p> <p>(c) the need to be alert to the sounding of alarm signals and to respond to signals in emergencies;</p> <p>(d) the location and correct method of donning of <b>their</b> own and spare lifejackets and if <b>provided</b>, immersion or survival suits;</p> <p>(e) the dangers of jumping into the sea from a height, particularly when wearing a lifejacket;</p> <p>(f) the location of emergency escape routes including those leading to survival craft stations;</p> <p>(g) the need to participate in any drills held during the time <b>they are</b> on board; and</p> <p>(h) essential fire precautions.</p> <p><b>14.2.5</b> Persons in category 14.2.3(b) must be instructed in accordance with 14.2.4 and <b>must in addition</b> be given basic on-board training and instruction in:</p> <p>(a) emergencies <b>which</b> might occur on that particular type of MODU;</p> <p>(b) the consequences of panic;</p> <p>(c) the types and proper methods of using all life-saving appliances carried on the MODU;</p> <p>(d) the least dangerous way of jumping into the water from a height while wearing a lifejacket or, if <b>provided</b>, an immersion suit, and most appropriate locations for so doing;</p> <p>(e) boarding survival craft from the MODU and from the water;</p> <p>(f) swimming while wearing a lifejacket;</p> <p>(g) keeping afloat without a lifejacket;</p> <p>(h) survival in the water:</p> <p>(i) when there is fire or oil on the water;</p> <p>(ii) in cold conditions, and</p> <p>(iii) in shark infested waters;</p> <p>(i) the location of and activation of fire alarm controls;</p> <p>(j) the location and proper methods of use of fire-fighting equipment;</p> <p>(k) the need to adhere to the principles of survival;</p> <p>(l) basic methods of boarding helicopters; <b>and</b></p> <p>(m) fire precautions.</p> <p><b>14.2.6</b> Persons in category 14.2.3(c) must be instructed in accordance with 14.2.5 and <b>must in addition</b> be instructed and trained to ensure <b>their</b> ability to <b>assume their</b> special duties, by qualified and experienced persons <b>on shore and aboard the MODU, as appropriate</b>, in:</p> <p>(a) marshalling of personnel;</p> <p>(b) abandonment of the MODU, including launching <b>of</b> survival craft, getting survival craft quickly and safely clear of the MODU and righting a capsized survival craft;</p> <p>(c) handling all survival craft and their equipment, including:</p> <p>(i) checking and maintaining their readiness for</p>	<p><b>14.8(a)</b> must, on arrival aboard the MODU, be instructed in <b>the following</b>:</p> <p>(a) the need to be prepared for an emergency;</p> <p>(b) the need to observe strictly the requirements of the muster list, in particular those relating to:</p> <p>(i) specific conduct in any emergency; and</p> <p>(ii) muster stations and survival craft stations; and</p> <p>(iii) the general emergency signal; and</p> <p>(iv) the abandon MODU signal;</p> <p>(c) the need to be alert to the sounding of alarm signals and to respond to signals in emergencies;</p> <p>(d) the location and correct method of donning of <b>his or her</b> own and spare lifejackets and immersion or survival suits, if <b>any</b>;</p> <p>(e) the dangers of jumping into the sea from a height, particularly when wearing a lifejacket;</p> <p>(f) the location of emergency escape routes including those leading to survival craft stations;</p> <p>(g) the need to participate in any drills held during the time <b>he or she is</b> on board;</p> <p>(h) essential fire precautions.</p> <p><b>14.10</b> A person mentioned in paragraph 14.8(b) must be instructed in accordance with subclause 14.8 and <b>also be</b> given basic on-board training and instruction in <b>the following</b>:</p> <p>(a) emergencies <b>that</b> might occur on the particular type of MODU;</p> <p>(b) the consequences of panic;</p> <p>(c) the types and proper methods of using all life-saving appliances carried on the MODU;</p> <p>(d) the least dangerous way of jumping into the water from a height while wearing a lifejacket or an immersion suit, if <b>any</b>, and most appropriate locations for doing so;</p> <p>(e) boarding survival craft from the MODU and from the water;</p> <p>(f) swimming while wearing a lifejacket;</p> <p>(g) keeping afloat without a lifejacket;</p> <p>(h) survival in the water:</p> <p>(i) when there is fire or oil on the water; and</p> <p>(ii) in cold conditions, and</p> <p>(iii) in shark infested waters;</p> <p>(i) the location of and activation of fire alarm controls;</p> <p>(j) the location and proper methods of use of fire-fighting equipment;</p> <p>(k) the need to adhere to the principles of survival;</p> <p>(l) basic methods of boarding helicopters;</p> <p>(m) fire precautions.</p> <p><b>14.11</b> A person mentioned in paragraph 14.8(c) must be instructed in accordance with clause 14.10 and <b>also be</b> instructed and trained, to ensure <b>that he or she</b> can <b>perform his or her</b> special duties, by qualified and experienced persons in <b>the following</b>:</p> <p>(a) marshalling personnel;</p> <p>(b) abandonment of the MODU, including launching survival craft, getting survival craft</p>	

No	Existing Text	New Text (draft of 120124A)	Comments
	<p>immediate use;</p> <p>(ii) use of equipment to the best advantage;</p> <p>(iii) use of a sea anchor;</p> <p>(iv) remaining, <b>as far as</b> practicable, <b>in the general vicinity of</b> the MODU, well clear of but not down-wind of any hydrocarbons or fire;</p> <p>(v) recovering and caring, <b>so far as</b> practicable, for other survivors;</p> <p>(vi) keeping a look-out;</p> <p>(vii) operating available distress signals at appropriate times, including radio distress transmissions and beacons;</p> <p>(viii) <b>utilising</b> protective measures in survival craft <b>such as those</b> for preventing exposure to cold, sun, wind, rain and sea;</p> <p>(ix) the proper use of food and drinking water;</p> <p>(x) measures against seasickness; and</p> <p>(xi) <b>the prevention of</b> sweating and the dangers of drinking sea water;</p> <p>(d) transferring <b>personnel</b> from a survival craft or helicopter to a ship;</p> <p>(e) maintaining morale;</p> <p>(f) methods of helicopter rescue; and</p> <p>(g) methods of fire prevention, detection, isolation, control and extinguishing, including the routine checking and maintaining fire-fighting equipment.</p> <p><b>14.2.7 Persons in category 14.2.3(d)</b> must be given on-board training and instruction in types of emergencies which might occur on that particular type of MODU.</p> <p><b>14.3 Alarms and indicators</b></p> <p>A MODU <b>constructed on or after 1 July 2000</b> must comply with IMO Resolution <b>A.830(19)</b> <i>Code on Alarms and Indicators</i>.</p>	<p>quickly and safely clear of the MODU and righting a capsized survival craft;</p> <p>(c) handling all survival craft and their equipment, including <b>the following</b>:</p> <p>(i) checking and maintaining their readiness for immediate use;</p> <p>(ii) use of equipment to the best advantage;</p> <p>(iii) use of a sea anchor;</p> <p>(iv) remaining, <b>to the extent</b> practicable, <b>near</b> the MODU, well clear of but not down-wind of any hydrocarbons or fire;</p> <p>(v) recovering other survivors and caring for them, <b>to the extent</b> practicable;</p> <p>(vi) keeping a look-out;</p> <p>(vii) operating available distress signals at appropriate times, including radio distress transmissions and beacons;</p> <p>(viii) <b>using</b> protective measures in survival craft (<b>eg</b> for preventing exposure to cold, sun, wind, rain and sea);</p> <p>(ix) the proper use of food and drinking water;</p> <p>(x) measures against seasickness;</p> <p>(xi) <b>preventing</b> sweating and the dangers of drinking sea water;</p> <p>(d) transferring <b>persons</b> from a survival craft or helicopter to a ship;</p> <p>(e) maintaining morale;</p> <p>(f) methods of helicopter rescue;</p> <p>(g) methods of fire prevention, detection, isolation, control and extinguishing, including the routine checking and maintaining fire-fighting equipment.</p> <p><b>14.12 A person mentioned in paragraph 14.8(d)</b> must be given on-board training and instruction in the <b>kinds</b> of emergencies that might occur on the particular <b>kind</b> of MODU.</p> <p><b>Alarms and indicators</b></p> <p><b>14.13 A MODU built after 30 June 2000</b> must comply with IMO Resolution <b>A.1021(26)</b> <i>Code on Alarms and Indicators</i>.</p>	