

AMSA REGULATORY CONSULTATION

Draft *Marine Order 47 (Offshore Industry Units) 2019* is open for consultation until 28 June 2019

We invite you to make your comments on this draft Marine Order by using the AMSA Maritime Regulation Database at <http://vcbriitra01/MORreview/MarineOrder/ConsultationIndex?viewType=NavigationalActView>

Who does this Order apply to?

Marine Order 47 provides for matters concerning the design, construction, survey and certification of offshore industry units, including floating production, storage and offtake vessels (FPSOs), floating storage units (FSU's) mobile offshore drilling units (MODUs), floating liquefied natural gas facilities (FLNGs), central processing facilities (CPFs) and similar. The Order gives effect to the MODU Code, as amended and other Conventions with which offshore industry units must comply. This Order applies to regulated Australian vessels and foreign vessels.

What are the key changes?

This new Order will replace Marine Order 47 (*Mobile Offshore Drilling Units*) 2012 and Marine Order 60 (*Floating Offshore Facilities*) 2001.

The main changes are:

The combination of Marine Order 47 and 60 into one new instrument, drafted in the modern style to reflect the Navigation Act 2012. The existing Marine Orders 47 and 60 will be repealed.

Providing for the approval of alternative survey and inspection programmes equivalent to the ESP Code and to provide conditions for acceptance of in-water bottom surveys in lieu of dry docking for offshore industry units.

Reissue the Marine Order under the Navigation Act of 2012 in the modern drafting style and replace Schedules 25 and 36 of Marine Order 4 (*Transitional modifications*) 2013.

Commencement

It is intended that these amendments will come into effect from **1 October 2019**.

The table below compares the current Marine Order 47 (2012), the current Marine Order 60 (2001) and the draft Marine Order 47 (2019).

Existing text of <i>Marine Order 47 (Mobile Offshore Drilling Units) 2012</i>	Existing text of <i>Marine Order 60 (Floating offshore facilities) 2001</i>	Draft MO 47(<i>Offshore industry units</i>) 2019	Notes on changes
Division 1 Preliminary		Division 1 Preliminary	
<p>1 Name of Order</p> <p>This Order is Marine Order 47 (Mobile offshore drilling units) 2012.</p> <p>2 Commencement</p> <p>This order commences on 1 July 2012.</p> <p>3 Repeal of <i>Marine Orders Part 47, issue 2</i></p> <p><i>Marine Orders Part 47, issue 2</i> is repealed.</p>	<p>1 Name of Order</p> <p>This Order is Marine Order 60 (Floating offshore facilities) 2001.</p>	<p>1 Name of Order</p> <p>This Order is <i>Marine Order 47 (Offshore industry units) 2019</i>.</p> <p>1A Commencement</p> <p>This Order commences on <i>[insert date]</i>.</p> <p>1B Repeal of Marine Orders</p> <p><i>Marine Order 47 (Mobile offshore drilling units) 2012</i> and <i>Marine Order 60 (Floating offshore facilities) 2001</i> are repealed.</p>	New Marine Order style guide
<p>4 Purpose</p> <p>This Order:</p> <p>(a) makes provision about MODUs as a particular kind of vessel; and</p> <p>(b) for paragraphs 339(2)(a) and (b) of the Navigation Act — specifies requirements with which the design, construction, machinery and equipment of a MODU must comply; and</p> <p>(c) for paragraph 340(1)(a) of the Navigation Act — generally provides for the safe navigation and operation of MODUs as required under regulation 34 of Chapters V and IX of SOLAS.</p>	<p>1A Purpose</p> <p>This Order provides for the safe operation and navigation of Floating Production, Storage and Offtake Facilities (FPSOs) and Floating Storage Units (FSUs) by setting out the requirements, in addition to those set out in other orders, with which FPSOs and FSUs must comply.</p>	<p>2 Purpose</p> <p>This Marine Order prescribes certification matters for a vessel that is an offshore industry unit.</p>	Marine Order 47 and 60 are merged, given the operational similarities between Mobile Offshore Drilling Units (MODUs) and other vessels used in the petroleum industry, such as FPSOs and FSU's. The new Order takes into account new technologies and makes provision for both disconnectable and permanently moored offshore industry vessels.
<p>5 Power</p> <p>5.1 Subsection 339(2) of the Navigation Act provides that the regulations may make provision in relation to:</p> <p>(a) design and construction of vessels; and</p> <p>(b) machinery and equipment to be carried on vessels; and</p> <p>(c) survey of vessels.</p> <p>5.2 Subsection 341(1) of the Navigation Act provides that the regulations may provide for the imposition of penalties and civil penalties for a contravention of the regulations or a notice, order, direction or instruction given, issued or made under, or in force because of, the regulations.</p> <p>5.5 Subsection 339(1) of the Navigation Act provides for regulations to be made prescribing matters required or permitted to be prescribed, or that are necessary or</p>	<p>1B Power</p> <p>1B.1 Subsection 98(1) of the Navigation Act provides for regulations to be made for the safety certificates for a regulated Australian vessel.</p> <p>1B.2 Subsection 339(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 that Act.</p> <p>1B.3 Subsection 339(2) of the Navigation Act provides that, without limiting subsection (1), these regulations may be about, among other matters:</p> <p>(a) the design and construction of vessels; and</p> <p>(b) the machinery and equipment to be carried on board vessels; and</p> <p>(c) the operating, maintaining, checking and testing of that machinery and equipment; and</p>	<p>3 Power</p> <p>(1) The following provisions of the Navigation Act provide for this Marine Order to be made:</p> <p>(a) section 98 which provides that the regulations may provide for safety certificates;</p> <p>(b) section 125 which provides that the regulations may make provision in relation to musters, drills, checks of machinery and equipment and other tests;</p> <p>(c) section 314 which provides that the regulations may provide for matters relating to certificates;</p> <p>(d) subsection 339(2) which provides that the regulations may provide for the matters mentioned in that provision including:</p> <p>(i) the design and construction of vessels;</p> <p>(ii) machinery and equipment to be carried on board;</p> <p>(iii) the operating, maintaining, checking and testing of machinery and equipment;</p>	Rewording and formatting New Marine Order style guide.

<p>convenient to be prescribed for carrying out or giving effect to the Act.</p> <p>5.6 Subsection 342(1) of the Navigation Act provides for the making of orders about matters for which provision can be made by the regulations.</p>	<p>(d) saving life at sea; and (e) the maintenance, testing, survey and certification of vessels.</p> <p><i>Note</i> FPSOs and FSUs are vessels – see definition of vessel in subsection 14(1) of the Navigation Act.</p> <p>1B.4 Subsection 342(1) of the Navigation Act provides that AMSA may make orders for any matter for which provision must or may be made by the regulations.</p>	<p>(iv) the stability of vessels; (v) saving of life at sea; and (vi) prevention, detection and extinguishment of fires; (vii) the maintenance, testing, survey and certification of vessels;</p> <p>(e) subsection 341(1) which provides that the regulations may provide for the imposition of penalties for a contravention of a provision of the regulations.</p> <p>(2) Subsection 339(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.</p> <p>(3) Subsection 342(1) of the Navigation Act provides that AMSA may make a Marine Order about matters that can be provided for by regulation.</p>	
<p>6 Definitions</p> <p>In this Order:</p> <p>1979 MODU Code 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).</p> <p>1989 MODU Code 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>2009 MODU Code means the <i>Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009</i> adopted by IMO Resolution A.1023 (26) and its corrigendum (Corr.1), as in force from time to time.</p> <p><i>Note</i> A copy of each IMO resolution that adopts or amends this Code is available on AMSA's website at http://www.amsa.gov.au.</p> <p>MODU (mobile offshore drilling unit) means a vessel capable of engaging in drilling operations for the exploration for or the exploitation of resources beneath the seabed (e.g. liquid or gaseous hydrocarbons, sulphur or salt).</p> <p><i>Note</i> This definition is based on the 2009 MODU Code.</p> <p>MODU certificate means a MODU Safety Certificate (1979), a MODU Safety Certificate (1989) or a MODU Safety Certificate (2009).</p> <p>MODU Safety Certificate (1979) means a certificate in the form in the Appendix to the 1979 MODU Code, as adapted for Australia by AMSA.</p> <p><i>Note</i> The 1979 MODU Code is available from the IMO — see http://www.imo.org. AMSA issues these</p>	<p>2 Definitions</p> <p>In this Order:</p> <p>cargo ship safety construction certificate – see <i>Marine Order 31 (Ship surveys and certification) 2006</i>.</p> <p>FPSO means a vessel that is:</p> <ul style="list-style-type: none"> constructed or modified to accept petroleum, directly or indirectly, from a sub-sea well or pipeline; capable of storing the petroleum and delivering it to another vessel of pipeline; capable of modifying the petroleum while in storage on the vessel to suit it for transport or to fit it for the commercial requirements of the consignees; and designed to be disconnected from its mooring during bad weather, operational emergencies, or for the purposes of maintenance or survey, <p>but does not include:</p> <ul style="list-style-type: none"> a facility that is designed to remain permanently moored for the production life of the related oil field; or a vessel to which <i>Marine Order 47 (Mobile offshore drilling units) 2012</i> applies. <p>FSU means a vessel that is:</p> <ul style="list-style-type: none"> constructed or modified to accept petroleum, directly or indirectly, from a sub-sea well or pipeline; capable of storing the petroleum and delivering it to another vessel or pipeline, but which is not capable of modifying the petroleum while in storage on the vessel; and designed to be disconnected from its mooring during bad weather, operational emergencies, or for the purposes of maintenance or survey, <p>but does not include:</p>	<p>4 Definitions</p> <p>In this Order:</p> <p>1979 MODU Code means the <i>Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1979</i> adopted by IMO Resolution A.414(XI), as in force from time to time.</p> <p>1989 MODU Code means the <i>Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1989</i> adopted by IMO Resolution A.649(16), as in force from time to time.</p> <p>2009 MODU Code means the <i>Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009</i> adopted by IMO Resolution A.1023(26), as in force from time to time.</p> <p>anniversary date, for a certificate, means the day and month of each year that corresponds to the date of expiry of the certificate.</p> <p>certificate of classification, for a vessel, means a certificate issued by a classification society on completion of surveys or inspections verifying that the vessel is in compliance with its rules and regulations for the standards of hull, machinery, boilers, electrical equipment and control systems.</p> <p>classification society means a non-government organisation that:</p> <p>(a) establishes and maintains technical standards for the construction and operation of vessels and offshore structures; and (b) verifies compliance with its rules and regulations.</p> <p><i>Note</i> For further information about classification societies — see the International Association of Classification Societies' website at http://www.iacs.org.uk.</p> <p>Code of Safety for Diving Systems, 1995 means the <i>Code of Safety for Diving Systems, 1995</i>, adopted by IMO Resolution A.831(19), as in force from time to time.</p> <p>ESP Code means the <i>International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil</i></p>	

<p>certificates in a form adapted for Australian circumstances.</p> <p>MODU Safety Certificate (1989) means a certificate in the form of in the Appendix to the 1989 MODU Code, as adapted for Australia by AMSA.</p> <p><i>Note</i> The 1989 MODU Code is available from the IMO — see http://www.imo.org.</p> <p>MODU Safety Certificate (2009) means a certificate in the form in the Appendix to the 2009 MODU Code, as adapted for Australia by AMSA.</p> <p><i>Note</i> The 2009 MODU Code is available from the IMO — see http://www.imo.org.</p> <p>person in charge, of a MODU, means the master, or another person appointed by the owner, to be in charge of the MODU.</p> <p><i>Note</i> For restrictions on who can be appointed as person in charge — see clause 4 of Schedule 1.</p> <p>registered, for a MODU, means registered under the <i>Shipping Registration Act 1981</i>.</p> <p>safety management system means a structured and documented system enabling a MODU's owner to implement effectively the owner's safety and environmental product policy.</p> <p>senior officer — see section 7.</p> <p>surveyor means a person authorised by a recognised organisation to survey a MODU.</p> <p><i>Note 1</i> Some expressions used in this Order are defined in the Navigation Act, including:</p> <ul style="list-style-type: none"> • AMSA • recognised organisation. <p><i>Note 2</i> Some expressions used in this Order are defined or explained in <i>Marine Order 1 (Administration) 2011</i>, including:</p> <ul style="list-style-type: none"> • IMO • Manager, Ship Inspection and Registration • Manager, Ship Operations and Qualifications • Navigation Act • penal provision • SOLAS 	<ul style="list-style-type: none"> • a facility that is designed to remain permanently moored for the production life of the related oil field; or • a vessel to which <i>Marine Order 47 (Mobile offshore drilling units) 2012</i> applies. <p>petroleum has the same meaning as in section 7 of the <i>Offshore Petroleum and Greenhouse Gas Storage Act 2006</i>.</p> <p>safety case, for a vessel, means the safety case for that vessel that was accepted or taken to be accepted by the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) for the <i>Offshore Petroleum and Greenhouse Gas Storage (Safety) Regulations 2009</i>.</p> <p><i>Note 1</i> Some terms used in this Order are defined in <i>Marine Order 1 (Administration) 2011</i> including:</p> <ul style="list-style-type: none"> • cargo vessel • IMO • Manager, Ship Inspection and Registration • natural resources • Navigation Act • offshore industry mobile unit <p><i>Note 2</i> Other terms used in this Order are defined in the Navigation Act, including:</p> <ul style="list-style-type: none"> • AMSA • coastal sea of Australia • foreign vessel • inspector • marine incident • recognised organisation • regulated Australian vessel • safety certificate • seafarer • vessel. 	<p><i>Tankers 2011</i> adopted by IMO Resolution A.1049(27), as in force from time to time.</p> <p>ISM Code means the <i>International Safety Management (ISM) Code</i> that has the same meaning as in Regulation 1 of Chapter IX of SOLAS.</p> <p>ISM Guidelines means the <i>Revised Guidelines on the implementation of the International Safety Management (ISM) Code by Administrations</i> adopted by IMO Resolution A.1071(28), as in force from time to time.</p> <p>length, for a vessel, has the same meaning as in the <i>International Convention on Load Lines, 1966</i>, as amended by the <i>Protocol of 1988 relating to the International Convention on Load Lines, 1966</i>.</p> <p>MODU (mobile offshore drilling unit) means a vessel capable of engaging in drilling operations for the exploration for or the exploitation of resources beneath the seabed (e.g. liquid or gaseous hydrocarbons, sulphur or salt).</p> <p><i>Note</i> This definition is based on the 2009 MODU Code.</p> <p>MODU safety certificate, for a regulated Australian vessel, means a safety certificate that is:</p> <ol style="list-style-type: none"> (a) issued under section 100 of the Navigation Act; and (b) in the form of the certificate set out in the MODU Code that applies to the vessel. <p>MODU Code that applies means:</p> <ol style="list-style-type: none"> (a) for a MODU constructed before 1 May 1991 – the 1979 MODU Code; and (b) for a MODU constructed after 30 April 1991 and before 1 January 2012 – the 1989 MODU Code; and (c) for a MODU constructed after 31 December 2011 – the 2009 MODU Code. <p>offshore industry unit means a vessel that:</p> <ol style="list-style-type: none"> (a) is used or prepared for use for any activity mentioned in subclause 4(1) or 4(5A) of Schedule 3 to the <i>Offshore Petroleum and Greenhouse Gas Storage Act 2006</i>; and (b) does not include a vessel mentioned in subclause 4(6) of that Schedule or a vessel to which the ESP Code applies. <p><i>Note 1</i> The definition includes a vessel described in paragraph (a) whether or not the vessel is located in Commonwealth waters that has the meaning given by the <i>Offshore Petroleum and Greenhouse Gas Storage Act 2006</i>.</p> <p><i>Note 2</i> An offshore industry unit does not include a thing that is not a vessel such as a structure. See section 14 of the Navigation Act for the meaning of vessel.</p> <p>planned tow, for a vessel, means a tow:</p>	
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		<p>(a) by the vessel of another vessel, from a port to another port or on an overseas voyage, that is planned by the owner of either vessel; and</p> <p>(b) that is not a tow of another vessel to assist in an emergency involving a threat to a person's life or to the environment.</p> <p>Survey Guidelines under the Harmonised System of Survey and Certification means the Survey Guidelines under the Harmonised System of Survey and Certification (HSSC) 2017 adopted by IMO Resolution A.1120(30), as amended.</p> <p>towing assessment, for a planned tow, means an inspection or survey of:</p> <p>(a) 1 or both vessels to be involved in the planned tow; or</p> <p>(b) The proposed arrangements for the tow.</p> <p><i>Note 1</i> Some terms used in this Marine Order are defined in <i>Marine Order 1 (Administration) 2013</i>, including:</p> <ul style="list-style-type: none"> • cargo vessel • passenger vessel • SOLAS <p><i>Note 2</i> Other terms used in this Marine Order are defined in the Navigation Act, including:</p> <ul style="list-style-type: none"> • foreign vessel • issuing body • marine incident • owner • recognised organisation (for organisations that have been prescribed for the definition – see <i>Marine Order 1 (Administration) 2013</i>) • regulated Australian vessel • vessel <p><i>Note 3</i> For delegation of AMSA's powers under this Marine Order — see the AMSA website at http://www.amsa.gov.au.</p>	
<p>7 Meaning of senior officer</p> <p>7.1 For this Order, a senior officer, for a MODU, is a person:</p> <p>(a) who has completed the training mentioned in subsection 7.2; and</p> <p>(b) about whom, having regard to the person's experience in working on the MODU and the person's standard of work performance, the owner of the MODU is satisfied of the following:</p> <p>(i) he or she knows the characteristics, capabilities and limitations of the MODU;</p> <p>(ii) he or she is capable of performing the functions mentioned in subsection 16.2.</p>	<p>3 Interpretation</p> <p>The expression to the satisfaction of the Manager, Ship Inspection and Registration, or any similar expression appearing in this order, means that the Manager, Ship Inspection and Registration, or a recognised organisation authorised by the Manager, Ship Inspection and Registration for the purpose, may require the fitting, material, appliance, apparatus or arrangement referred to, to be demonstrated to be safe and effective for its intended purpose.</p>	<p>5 Interpretation</p> <p>(1) In this Marine Order:</p> <p>(a) a term that is used but is not defined for this Order, and is defined in the MODU Code that applies or SOLAS, has the meaning as in the MODU Code that applies or SOLAS; and</p> <p>(b) a reference in the MODU Code that applies or SOLAS to the Administration is taken to mean:</p> <p>(i) for a regulated Australian vessel – AMSA; or</p> <p>(ii) for a foreign vessel – the government of the country whose flag the vessel is intended to fly; and</p> <p>(c) mention of the <i>Survey Guidelines under the Harmonised System of Survey and Certification</i>, as amended is taken to be a reference to the Guidelines as if in force internationally on a mandatory basis; and</p> <p>(d) a reference in Schedule 1 or 2 to complies with, in relation to a Marine Order, means compliance with a</p>	

<p>7.2 For paragraph 7.1(a), the training is as follows:</p> <p>(a) offshore orientation training;</p> <p>(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);</p> <p>(b) training in personal survival, fire prevention and fire-fighting, elementary first aid, personal safety and social responsibilities mentioned in section 5.3 of the Annex to IMO Resolution A.891(21);</p> <p>(c) 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).</p>		<p>requirement of the Order that applies to the vessel or its equipment to the extent it has not been disapplied by any exemption or replaced by any approved equivalent.</p> <p>(2) For Regulation 11(c) of Chapter I of SOLAS, the appropriate authority for Australia is AMSA.</p> <p>(3) The reference in SOLAS to the Administration is taken to mean:</p> <p>(a) for a regulated Australian vessel – AMSA; or</p> <p>(b) for a foreign vessel – the government of the country whose flag the vessel is entitled to fly.</p>	
<p>8 Meaning of certain expressions</p> <p>8.1 For this Order, a reference in a MODU Code to the Administration 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>8.2 If a provision of a MODU Code requires a fitting, material, appliance or apparatus (an article), or anything done in relation to an article, to be to the satisfaction of the Administration, the Manager, Ship 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>8.3 In this Order, the date of construction of a MODU 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>8.4 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> <p>Item Code Date</p>			

<p>1 1979 MODU Code 1 January 1980</p> <p>2 1989 MODU Code the date of construction of the MODU</p> <p>3 2009 MODU Code the date of construction of the MODU</p> <p>Note Copies of IMO Resolutions or other documents mentioned in this Order or in the MODU Codes are available from AMSA.</p>			
<p>9 Application</p> <p>This Order applies to:</p> <p>(a) a MODU that is registered or required to be registered in Australia; and</p> <p>(b) a MODU that is a foreign vessel used or intended for use in any operations or activities associated with or incidental to exploring the natural resources of all or any of the following:</p> <p style="padding-left: 40px;">(i) the continental shelf of Australia;</p> <p style="padding-left: 40px;">(ii) the coastal sea of Australia.</p> <p>Note 1 Coastal sea includes the seabed and subsoil — see definition of coastal sea in s 14 of the Navigation Act.</p> <p>Note 2 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 10.</p>	<p>4 Application</p> <p>4.1 This Order applies to each of the following vessels:</p> <p>(a) an FPSO or FSU that is a regulated Australian vessel;</p> <p>(b) an FPSO or FSU that is a foreign vessel operating as an offshore industry mobile unit:</p> <p style="padding-left: 40px;">(i) in an Australian port; or</p> <p style="padding-left: 40px;">(ii) entering or leaving an Australian port; or</p> <p style="padding-left: 40px;">(iii) in the internal waters of Australia; or</p> <p style="padding-left: 40px;">(iv) in the territorial sea of Australia, other than in the course of innocent passage.</p> <p>4.2 Where a provision of this Order is inconsistent with a provision of another Marine Order, the provision of this order will prevail to the extent of the inconsistency.</p>	<p>6 Application</p> <p>This Marine Order applies to an offshore industry unit that is:</p> <p style="padding-left: 40px;">(a) a regulated Australian vessel; or</p> <p style="padding-left: 40px;">(b) a foreign vessel.</p> <p>Note This Marine Order does not apply to a vessel that is a facility, or part of a facility, within the meaning of clause 4 of Schedule 3 to the <i>Offshore Petroleum and Greenhouse Gas Storage Act 2006</i>. See section 640 of that Act.</p>	<p>Changes to application provision ensure that regulated Australian vessels are covered in all circumstances, even when operating overseas.</p>
<p>10 Exemptions</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) 2011</i>, for an exemption of a MODU from a requirement of this Order.</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 give an exemption only if:</p> <p>(a) he or she is satisfied that:</p> <p style="padding-left: 40px;">(i) compliance with the requirement would be unreasonable or unnecessary having regard to the MODU, its equipment and its intended voyage; and</p>	<p>5 Exemptions</p> <p>5.1 A person may apply, in accordance with the application process set out in Marine Order 1 (Administration) 2011, for an exemption of a vessel from a requirement of this Order.</p> <p>5.2 The decision maker for the application is the Manager, Ship Inspection and Registration.</p> <p>5.3 the Manager, Ship Inspection and Registration may give an exemption for an FPSO or FSU only if he or she is satisfied that:</p> <p style="padding-left: 40px;">(a) compliance with the requirement would be unreasonable or impracticable; and</p> <p style="padding-left: 40px;">(b) giving the exemption would not contravene SOLAS.</p> <p>Note <i>Marine Order 1 (Administration) 2011</i> deals with the following matters about exemptions and modifications:</p> <ul style="list-style-type: none"> • making an application 		

<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 recognised organisation — the application includes a recommendation for the exemption by the recognised organisation.</p> <p><i>Note Marine Order 1 (Administration)</i> deals with the following matters about exemptions:</p> <ul style="list-style-type: none"> • making an application • seeking further information about an application • the time allowed for consideration of an application • imposing conditions on approval of an application • notification of a decision on an application • review of decisions. 	<ul style="list-style-type: none"> • seeking further information about an application • the time allowed for consideration of an application • imposing conditions on approval of an application • notification of a decision on an application • review of decisions. 		
<p>11 Equivalentents</p> <p>Application</p> <p>11.1 A person may apply, in accordance with the application process set out in <i>Marine Order 1 (Administration) 2011</i> for approval to use an equivalent.</p> <p><i>Note</i> For definitions of equivalent and use — see subsection 11.4.</p> <p>Decision maker</p> <p>11.2 The decision maker for the application is the Manager, Ship Inspection and Registration.</p> <p>Decision-making criteria</p> <p>11.3 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 recognised organisation — the application includes a recommendation for the equivalent by the recognised organisation.</p> <p>Meaning of equivalent and use of an equivalent</p> <p>11.4 For this section:</p> <p>equivalent 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</p>		<p>7 Equivalentents</p> <p>(1) The owner of a regulated Australian vessel may apply to AMSA for approval of the use of an equivalent in accordance with <i>Marine Order 1 (Administration) 2013</i>.</p> <p>(2) AMSA may give approval of the use of the equivalent if satisfied that :</p> <p>(a) the use would not contravene the MODU Code that applies to the vessel or SOLAS; and</p> <p>(b) the use is at least as effective as compliance with the requirements mentioned in this Marine Order that it replaces.</p> <p><i>Example 1</i> Paragraph 1.6.4 of the 2009 MODU Code provides that an Administration may approve a continuous survey programme provided that the extent and frequency of the surveys are equivalent to renewal and intermediate surveys. For more details, see AMSA's website at https://www.amsa.gov.au.</p> <p><i>Example 2</i> A performance based inspection programme may be approved if AMSA is satisfied it is equivalent to survey arrangements mentioned in this Marine Order. For more details, see AMSA's website at https://www.amsa.gov.au.</p> <p><i>Note</i> AMSA may revoke any approval if AMSA is no longer satisfied that use of the equivalent is at least as effective as compliance with the requirement that it replaces.</p> <p>(3) In this section:</p> <p>equivalent, for a vessel other than a MODU, means an alternative arrangement for the survey of a vessel.</p> <p>use, for a vessel other than a MODU, means implementing or following a procedure for the implementation of an alternative arrangement for the survey of the vessel.</p>	

<p>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>use, of an equivalent, includes:</p> <p>(a) fitting or carrying the equivalent in or on a MODU; and</p> <p>(b) making an alternative arrangement or following an alternative procedure.</p> <p><i>Note Marine Order 1 (Administration) 2011 deals with the following matters about equivalents:</i></p> <ul style="list-style-type: none"> • making an application • seeking further information about an application • the time allowed for consideration of an application • imposing conditions on approval of an application • notification of a decision on an application • review of decisions. 		<p><i>Note 1</i> For definitions of use and equivalent that apply in relation to a MODU – see <i>Marine Order 1 (Administration) 2013</i>.</p> <p><i>Note 2</i> The effect of this provision is that: (a) for a SOLAS certificate, the application for the approval may only relate to survey arrangements mentioned in Subdivision 2.3 and Schedule 1; and (b) for a non-SOLAS certificate, the application for the approval may only relate to survey arrangements mentioned in Subdivision 2.4, Division 3 and Schedule 2. However, for a MODU safety certificate, application for the approval is not restricted to survey arrangements.</p>	
	<p>6 Modifications</p> <p>6.1 A person may apply, in accordance with the application process set out in <i>Marine Order 1 (Administration) 2011</i>, for approval for a modification of a requirements of the Order to apply to a vessel.</p> <p>6.2 The decision maker for the application is the Manager, Ship Inspection and Registration.</p> <p>6.3 The Manager, Ship Inspection and Registration may approve a modification of a requirement of this order only if he or she is satisfied that:</p> <p>(a) the fitting, material, appliance, apparatus to be fitted or carried on the vessel, or the other provision to be made, is at least as effective as the requirements to which the modification is an alternative; and</p> <p>(b) approval of the modification would not contravene SOLAS.</p>		<p>Consistent with approach for other Orders that have been re-issued, modification power is not replicated.</p>
	<p>6A Review of decisions</p> <p>A decision under this Order, other than a decision under section 5 or 6, is taken to be a reviewable decision for section 18 of <i>Marine Order 1 (Administration) 2011</i>.</p> <p><i>Note 1</i> A decision under section 5 or 6 is also a reviewable decision for <i>Marine Order 1 (Administration) 2011</i> because it is mentioned in section 16 of that Order.</p> <p><i>Note 2</i> For review by the Administrative Appeals Tribunal of decisions made under the Navigation Act about safety certificates for an FPSO or FSU – see section 313 of the Navigation Act.</p>		

Division 2 Specific operational requirements		Division 2 Certificates issued under the Navigation Act	
<p>12 Operating manual</p> <p>12.1 The operating manual for a MODU must include information of the kind mentioned in paragraphs 14.1.1 to 14.1.5. of the 2009 MODU Code about the safe operation of the MODU in both normal and emergency conditions, regardless of whether the 2009 MODU Code applies to the MODU.</p> <p><i>Note</i> See clause 13 of Schedule 2 for additional requirements for a MODU registered or required to be registered in Australia.</p> <p>12.2 Operating and maintenance instructions and engineering drawings for MODU machinery and equipment essential to the safe operation of the MODU must be in the working language of the MODU and in English.</p>	<p>7 Requirements – survey & certification</p> <p>7.1 The owner of an FPSO or FSU must ensure that the vessel has each certificate that a Marine Order requires a cargo vessel to have.</p> <p>Penalty: 50 penalty units</p> <p>7.1A An offence against subsection 7.1 is a strict liability offence.</p> <p>7.1B A person is liable to a civil penalty if the person contravenes subsection 7.1.</p> <p>Civil penalty: 50 penalty units.</p> <p>7.2 The owner of an FPSO or FSU must ensure that either there is maintained in force in respect of the vessel a Certificate of Compliance safety certificate or the safety case in respect of the vessel adequately provides for the matters covered by a Certificate of Compliance.</p> <p>Penalty: 50 penalty units.</p> <p>7.2A An offence against subsection 7.2 is a strict liability offence.</p> <p>7.2B A person is liable to a civil penalty if the person contravenes subsection 7.2.</p> <p>Civil penalty: 50 penalty units.</p> <p>7.3 If the Manager, Ship Inspection and Registration is satisfied that procedures and arrangements in place with the vessel's recognised organisation provide an equivalent level of safety to that achieved by inspecting the vessel's bottom in dry dock, that officer may allow in-water surveys in lieu of dry docking.</p> <p>7.4.1 If an inspector determines that, in any respect, an FPSO or FSU does not comply with this Order or that the FPSO or FSU is not fit to be engaged in operations without danger to itself or to persons on board, the inspector may direct the master to cease such operations.</p> <p>7.4.2 The master of an FPSO or FSU must comply with a direction given under subsection 7.4.1.</p> <p>Penalty: 50 penalty units.</p> <p>7.4.2A An offence against subsection 7.4.2A is a strict liability offence.</p> <p>7.4.2B A person is liable to a civil penalty if the person contravenes subsection 7.4.2.</p> <p>Civil penalty: 50 penalty units.</p>	<p>Subdivision 2.1 Various matters about certificates</p> <p>8 Certificates required</p> <p>(1) A regulated Australian vessel of the following kind must have:</p> <p>(a) for a vessel that is a MODU – a MODU safety certificate;</p> <p>(b) for a vessel required under Regulation 12 of Chapter I of SOLAS to be issued a certificate – a corresponding certificate specified in Schedule 1;</p> <p>(c) for a vessel not required under Regulation 12 of chapter I of SOLAS to be issued a certificate or a cargo vessel <500 GT – a certificate specified in Schedule 2.</p> <p>(2) A certificate mentioned in this section is specified as a safety certificate.</p> <p>(3) A certificate specified in Schedule 1 is also referred to as a SOLAS certificate in this Marine Order.</p> <p>(4) A certificate specified in Schedule 2 is also referred to as a non-SOLAS certificate in this Marine Order.</p> <p>9 Applying for certificates</p> <p>(1) For section 99(1) of the Navigation Act, the following certificates are specified as safety certificates for which a person may apply:</p> <p>(a) MODU safety certificate;</p> <p>(b) each certificate mentioned in Schedule 1;</p> <p>(c) each certificate mentioned in Schedule 2.</p> <p>(2) Division 3 of <i>Marine Order 1 (Administration) 2013</i>, other than section 17, applies to an application to AMSA for a certificate mentioned in subsection (1).</p> <p><i>Note 1</i> An issuing body may issue a safety certificate under section 100 of the Navigation act.</p> <p><i>Note 2</i> Division 3 of <i>Marine Order 1 (Administration) 2013</i> prescribes some general rules about the making and determination of various kinds of applications. Section 17 of that Marine Order provides for internal review of decisions about applications. That section does not apply to decisions about safety certificates because those decisions are reviewable by the Administrative Appeals Tribunal —see subsection 313(1) of the Navigation Act.</p> <p>Subdivision 2.2 MODU safety certificates</p> <p>10 Criteria for the issue of MODU safety certificates</p> <p>For paragraph 100(1)(b) of the Navigation Act, the criteria for the issue of a MODU safety certificate are the following:</p>	

	<p>7.5 If the safety of an FPSO, FSU or a person on board an FPSO or FSU is endangered by the occurrence of a marine incident or a defect, other than in the production operations of the FPSO or FSU, the master must report the marine incident or defect:</p> <p>(a) within 4 hours after the incident or defect happens – using the approved form for the initial reporting of an incident; and</p> <p>(b) within 72 hours after the incident or defect happens – using the approved form for the detailed reporting of the incident.</p> <p>Penalty: 50 penalty units.</p> <p><i>Note 1 marine incident</i> is defined in subsection 14(1) of the Navigation Act.</p> <p><i>Note 2</i> It is an offence not to report a marine incident to AMSA in the approved form within the prescribed period – see section 186 of the Navigation Act.</p> <p>7.5A An offence against subsection 7.5 is a strict liability offence.</p> <p>7.5B A person is liable to a civil penalty if the person contravenes subsection 7.5.</p> <p>Civil penalty: 50 penalty units.</p> <p>7.6 If an FPSO or FSU becomes less efficient or less 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 FPSO or FSU, the master must give notice in accordance with <i>Marine Order 31 (Ship surveys and certification) 2006</i>.</p> <p>Penalty: 50 penalty units.</p> <p>7.7 An offence against subsection 7.6 is a strict liability offence.</p> <p>7.8 A person is liable to a civil penalty if the person contravenes subsection 7.5.</p> <p>Civil penalty: 50 penalty units.</p> <p><i>Note</i> A vessel that is not self-propelled and is not intended to be attached permanently to the well riser should have certificates of survey appropriate for a vessel of its size, and should comply with all requirements for issue of the certificates other than those relating to propelling machinery.</p> <p>In accordance with internationally agreed interpretations, an FPSO or FSU is required to comply with MARPOL Annex I, except regulations 13G(4), (5) and (6). 13G(7) will only apply if a commercial voyage is undertaken.</p> <p>FPSOs and FSUs are to be subjected to enhanced programme of inspections in accordance with IMO</p>	<p>(a) the vessel is a MODU;</p> <p>(b) if the vessel has an arrangement with a classification society for survey and inspection – a valid certificate of classification; and</p> <p>(c) the vessel has completed an initial or renewal survey conducted by an issuing body in accordance with the MODU Code that applies to the vessel;</p> <p>(d) the vessel meets the standards, including arrangements, mentioned in the MODU Code that applies to the vessel.</p> <p>11 Conditions on MODU safety certificates</p> <p>For paragraph 100(2)(a) of the Navigation Act, a MODU safety certificate is subject to the conditions that:</p> <p>(a) the survey of the vessel, and inspection of the outside of the bottom of the vessel, is conducted by an issuing body in accordance with the MODU Code that applies to the vessel; and</p> <p>(b) the certificate is endorsed following the completion of the annual survey, intermediate survey or inspection of the outside of the bottom of the vessel in accordance with the MODU that applies to the vessel; and</p> <p>(c) the vessel and its equipment are maintained in accordance with the MODU Code that applies to the vessel; and</p> <p>(d) the vessel complies with Chapter 14 of the 2009 MODU Code, whether or not that Code applies to the vessel; and</p> <p>(e) after any survey required by this Marine Order has been completed, any change to the structure, equipment, fittings, arrangements or material covered by the survey, other than the direct replacement of equipment or fittings, is approved by AMSA.</p> <p><i>Note</i> An issuing body may impose other conditions on a safety certificate – see paragraph 100(2)(b) of the Navigation Act.</p> <p>12 Endorsement on MODU safety certificates</p> <p>An issuing body may make an endorsement to a MODU safety certificate following the completion of any survey, or inspection of the outside of the vessel's bottom.</p> <p><i>Note</i> It is practice for an issuing body endorsing a certificate to be the same as the issuing body that originally issued the certificate.</p> <p>13 Duration of MODU safety certificates</p> <p>(1) A MODU safety certificate comes into force, and ceases to be in force, in accordance with the MODU Code that applies to the vessel.</p> <p>(2) A MODU safety certificate remains in force for 5 years unless:</p> <p>(a) a shorter period is specified in the certificate; or</p> <p>(b) The certificate ceases to be in force in accordance with the MODU Code that applies to the vessel.</p>	
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	<p>Resolution A.744(18) as amended. The operator of an FPSO or FSU may apply to the Manager, Ship Inspection and Registration in accordance with 7.3 for exemption from mandatory dry-docking as required by paragraph 2.2 of Resolution A.744(18), subject to such dry dockings being replaced by in-water surveys in accordance with recognised organisation requirements.</p>	<p>14 Variation of MODU safety certificates</p> <p>For section 101 of the Navigation Act, the criteria for variation of a MODU safety certificate are:</p> <ul style="list-style-type: none"> (a) the conditions on the certificate have been complied with; and (b) the variation is in accordance with the MODU Code that applies to the vessel. <p><i>Note</i> A variation may appear in the form of an endorsement on a certificate.</p>	
<p>13 Personnel</p> <p>13.1 The owner of a MODU must ensure that the MODU is provided with personnel in accordance with Schedule 1.</p> <p>Penalty: 50 penalty units.</p> <p>13.2 An offence against subsection 13.1 is a strict liability offence.</p> <p>13.3 A person is liable to a civil penalty if the person contravenes subsection 13.1.</p> <p>Civil penalty: 50 penalty units.</p>	<p>8 Certificates of compliance</p> <p>8.1 For subsection 99(1) of the Navigation Act, a certificate of compliance is a safety certificate.</p> <p>8.2 For paragraph 100(1)(b) of the Navigation Act, the criteria for the issue of a certificate of compliance for an FPSO or FSU are as follows:</p> <ul style="list-style-type: none"> (a) an application has been made under section 99 of the navigation Act to the issuing body for a certificate of compliance for the FSPO or FSU; (b) the FPSO or FSU has been surveyed in accordance with <i>Marine Order 31 (Ship surveys and certification) 2006</i>; (c) the FSPO or FSU complies with Schedule 1. <p><i>Note</i> <i>Marine Order 31 (Ship surveys and certification) 2006</i> sets out information about applying for safety certificates.</p> <p>8.3 A certificate of compliance is valid for the same period as the cargo ship construction certificate for the vessel and must be endorsed each year on the same way.</p> <p><i>Note</i> For information about cargo ship safety construction certificates see <i>Marine Order 31 (Ship surveys and certification) 2006</i>.</p> <p>8.4 For subsection 101(1) of the Navigation Act, the criteria for variation of a certificate of compliance for an FPSO or FSU are as follows:</p> <ul style="list-style-type: none"> (a) a written application has been made to the issuing body setting out the kind of variation applied for; (b) the vessel has a cargo ship safety construction certificate issued by an issuing body; (c) the vessel complies with the survey requirements mentioned in <i>Marine Order 31 (Ship surveys and certification) 2006</i> that apply to the vessel; (d) any surveys of the vessel required by the Manager, Ship Inspection and Registration are completed within 	<p>Subdivision 2.3 SOLAS certificates</p> <p>15 Criteria for issue of SOLAS certificates</p> <p>For paragraph 100(1)(b) of the Navigation Act, the criteria for the issue of a SOLAS certificate are:</p> <ul style="list-style-type: none"> (a) for a certificate of a kind specified in Schedule 1 – those mentioned for the certificate in that schedule; and (b) if the vessel has an arrangement with a classification society for survey and inspection – a valid certificate of classification; and (c) if the vessel has fitted a fixed diving system constructed after 23 November 1995 – the vessel has a diving safety certificate issued by a recognised organisation in accordance with the <i>Code of Safety for Diving Systems, 1995</i>. <p>16 Conditions of SOLAS certificates</p> <p>For paragraph 100(2)(a) of the Navigation Act, a SOLAS certificate is subject to the conditions mentioned in Schedule 1 for the kind of certificate specified in that schedule.</p> <p><i>Note</i> An issuing body may impose other conditions on a safety certificate – see paragraph 100(2)(b) of the Navigation Act.</p> <p>17 Endorsements of SOLAS certificates</p> <p>An issuing body may make an endorsement to a SOLAS certificate following the completion of any survey, or inspection of the outside of the bottom of the vessel.</p> <p><i>Note 1</i> It is practice for an issuing body endorsing a certificate to be the same as the issuing body that originally issued the certificate.</p> <p><i>Note 2</i> See the following regulations of Chapter I of SOLAS for information about required endorsements – Regulation 8(c) for endorsement of Cargo Ship Safety Certificates, Regulation 9(c) for endorsement of Cargo Ship Safety Radio Certificates, and Regulation 10(c) for endorsement of Cargo Ship Safety Construction Certificates.</p>	

	<p>the period mentioned in <i>Marine Order 31 (Ship surveys and certification) 2006</i> for the survey;</p> <p>(e) the vessel complies with any condition imposed by the Manager, Ship Inspection and Registration.</p> <p>8.5 For section 102 of the Navigation Act, the criteria for revocation by an issuing body of a certificate of compliance for an FPSO or FSU are as follows:</p> <p>(a) the vessel does not comply with Schedule 1;</p> <p>(b) each required survey is not completed within the period mentioned in <i>Marine Order 31 (Ship surveys and certification) 2006</i>;</p> <p>(c) the certificate is not endorsed by an issuing body in accordance with this Order;</p> <p>(d) the vessel changes its country of registration;</p> <p>(e) a criterion for revocation of a safety certificate other than a certificate of compliance issued for the FSPO or FSU is met;</p> <p>(f) a safety certificate other than a certificate of compliance issued for the FSPO or FSU is revoked.</p>	<p>18 Duration of SOLAS certificates</p> <p>(1) A SOLAS certificate comes into force, and ceases to be in force, in accordance with Regulation 14 of Chapter I of SOLAS.</p> <p>(2) A SOLAS certificate remains in force for the period mentioned in the following table for the kind of certificate mentioned unless:</p> <p>(a) a shorter period is specified in the certificate; or</p> <p>(b) the certificate ceases to be in force in accordance with Regulation 14 of Chapter I of SOLAS.</p> <table border="1" data-bbox="1159 456 1776 643"> <thead> <tr> <th>Kind of certificate (SOLAS)</th> <th>Maximum duration period</th> </tr> </thead> <tbody> <tr> <td>Passenger Ship Safety Certificate</td> <td>1 year</td> </tr> <tr> <td>Cargo Ship Safety Construction Certificate</td> <td>5 years</td> </tr> <tr> <td>Cargo Ship Safety Equipment Certificate</td> <td>5 years</td> </tr> <tr> <td>Cargo Ship Safety Radio Certificate</td> <td>5 years</td> </tr> <tr> <td>Cargo Ship Safety Certificate</td> <td>5 years</td> </tr> </tbody> </table>	Kind of certificate (SOLAS)	Maximum duration period	Passenger Ship Safety Certificate	1 year	Cargo Ship Safety Construction Certificate	5 years	Cargo Ship Safety Equipment Certificate	5 years	Cargo Ship Safety Radio Certificate	5 years	Cargo Ship Safety Certificate	5 years	
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<p>14 Internal openings</p> <p>14.1 The person in charge of a MODU must ensure that a MODU complies with the following:</p> <p>(a) for a MODU to which the 1979 MODU Code or 1989 MODU Code applies — paragraph 3.6.3 of the code that applies to the MODU;</p> <p>(b) for a MODU to which the 2009 MODU Code applies — paragraphs 3.6.5 and 3.6.6 of the 2009 MODU Code.</p> <p>Penalty: 50 penalty units.</p> <p>14.2 An offence against subsection 14.1 is a strict liability offence.</p> <p>14.3 A person is liable to a civil penalty if the person contravenes subsection 14.1.</p> <p>Civil penalty: 50 penalty units.</p>	<p>9 Safe manning</p> <p>A safe manning document for an FPSO or FSU for the purposes of Regulation 13 of Chapter V of SOLAS may be obtained in the following manner:</p> <ul style="list-style-type: none"> The owner of the FSPO or FSU should make application to the Manager, Ship Operations and Qualifications: <ul style="list-style-type: none"> proposing the minimum safe manning level; and providing such information as is necessary for the Manager, Ship Operations and Qualifications to assess the proposal in accordance with the principles contained in IMO Resolution A.890(21); If satisfied that the proposal complies with the principles contained in IMO Resolution A.890(21), the Manager, Ship Operations and Qualifications will issue a safe manning document in respect of the FSPO or FSU. Emergency disconnection voyages (due to approaching cyclones or operational emergencies such as hydrocarbon leakage) of limited distance and duration (maximum 7 days). <p><i>Note</i> In applying the principles contained in IMO Resolution A.890(21), the following operational modes may be considered for an FSPO or FSU:</p> <ul style="list-style-type: none"> Planned voyages for the purpose of dry-docking (international voyages); 	<p>19 Criteria for variation of SOLAS certificates</p> <p>For subsection 101(1) of the Navigation Act, the criteria for variation of a SOLAS certificate are that:</p> <p>(a) the conditions on the certificate issued for the vessel have been complied with; and</p> <p>(b) the variation is in accordance with Regulation 14 of Chapter I of SOLAS.</p> <p><i>Note</i> A variation may appear in the form of an endorsement on a certificate.</p> <p>20 Criteria for revocation of SOLAS certificates</p> <p>For section 102 of the Navigation Act, the criteria for revocation of a SOLAS certificate are that:</p> <p>(a) a condition of the certificate has been, or is likely to be, breached; or</p> <p>(b) the owner of the vessel for which the certificate is issued has requested the revocation; or</p> <p>(c) the certificate contains incorrect information.</p>													

	<ul style="list-style-type: none"> Planned voyages for maintenance purposes (Australian coastal); 		
<p>15 Storage of gas cylinders</p> <p>15.1 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.</p> <p>Penalty: 50 penalty units.</p> <p>15.2 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.</p> <p>Penalty: 50 penalty units.</p> <p>15.3 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.</p> <p>Penalty: 50 penalty units.</p> <p>15.4 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.</p> <p>Penalty: 50 penalty units.</p> <p>15.5 An offence against subsection 15.1, 15.2, 15.3 or 15.4 is a strict liability offence.</p> <p>15.6 A person is liable to a civil penalty if the person contravenes subsection 15.1, 15.2, 15.3 or 15.4.</p> <p>Civil penalty: 50 penalty units.</p>	<p>10 Operational matters</p> <p>10.1 Transfer of material, appliances or personnel</p> <p>10.1.1 A transfer operation, the mass of the loads to be handled and emergency procedures must be discussed and agreed between personnel on the FPSO or FSU and on attending vessels prior to commencement of the operation.</p> <p>10.1.2 Throughout a transfer operation, direct communication must be maintained with the crane operator.</p> <p>10.1.3 A personnel basket may be used to transfer persons between an FPSO or FSU and a vessel if:</p> <ul style="list-style-type: none"> regard is to be given to the experience of the personnel with the use of such a device; all personnel are to be briefed in the correct means of boarding, riding and disembarking the basket, with particular attention being paid to those who may not have used it previously; an experienced person must accompany novices; personnel baskets are not to be used for cargo except for small items of luggage that are being carried by passengers; the maximum number of 4 passengers must never be exceeded; and each person must be wearing an approved life jacket or survival suit. <p>10.1.4 Transfer operations must be undertaken only in accordance with the operating manual.</p> <p>10.1.5 The master or, if a person has been appointed by the master to be in charge of the operation concerned, that person must ensure that no transfer of material, appliances or personnel takes place without the precautions in subsections 10.1.1 to 10.1.4 being observed.</p> <p>Penalty: 50 penalty units.</p> <p>10.1.6 An offence against subsection 10.1.5 is a strict liability offence.</p> <p>10.1.7 A person is liable to a civil penalty if the person contravenes subsection 10.1.6.</p> <p>Civil penalty: 50 penalty units.</p> <p>10.2 Helicopter arrivals and departures</p> <p>During helicopter arrivals at and departures from an FPSO or FSU, the master or, if a person has been appointed by the master to be in charge of the operation</p>	<p>Subdivision 2.4 Non-SOLAS certificates</p> <p>21 Criteria for non-SOLAS certificates</p> <p>For paragraph 100(1)(b) of the Navigation Act, the criteria for the issue of a non-SOLAS certificate are:</p> <ol style="list-style-type: none"> those mentioned for the certificate specified in Schedule 2; and for a cargo vessel > 300 GT – it has a Cargo Ship Safety Radio Certificate; and if the vessel has an arrangement with a classification society for survey and inspection – the vessel has a valid certificate of classification; and if the vessel has fitted a fixed diving system constructed after 23 November 1995 – the vessel has a diving safety certificate issued by a recognised organisation in accordance with the <i>Code of Safety for Diving Systems, 1995</i>. <p>22 Conditions of non-SOLAS certificates</p> <p>For paragraph 100(2)(a) of the Navigation Act, a non-SOLAS certificate is subject to:</p> <ol style="list-style-type: none"> the conditions mentioned for the certificate specified in Schedule 2; and the requirement for the certificate to be endorsed following the completion of the annual survey, intermediate survey or inspection of the outside of the bottom of the vessel. <p><i>Note</i> An issuing body may impose other conditions on a safety certificate – see paragraph 100(2)(b) of the Navigation Act.</p> <p>23 Endorsements of non-SOLAS certificates</p> <p>The issuing body may endorse a non-SOLAS certificate following the completion of the annual survey, intermediate survey or inspection of the outside of the bottom of a vessel.</p> <p><i>Note</i> It is practice for an issuing body endorsing a certificate to be the same as the issuing body that originally issued the certificate.</p> <p>24 Duration of non-SOLAS certificates</p> <ol style="list-style-type: none"> A certificate comes into force on the day specified in the certificate, and if no day is so specified, on the day which it is issued. However, for a vessel that has an existing non-SOLAS certificate that has not expired, the new certificate comes into force on completion of the renewal survey. A non-SOLAS certificate remains in force for the period specified in the following table for the kind of certificate mentioned unless a shorter period is specified in the certificate. 	

concerned, that person must ensure that there is present on or near the helideck, persons who:

- have been trained in fire-fighting procedures; and
- are appropriately dressed and equipped for rescuing any persons aboard the helicopter and for fighting any outbreaks of fire, and that no other person is present.

Penalty: 50 penalty units.

10.2A An offence against subsection 10.2 is a strict liability offence.

10.2B A person is liable to a civil penalty if the person contravenes subsection 10.2.

Civil penalty: 50 penalty units.

10.3 Helicopter transfers

The master of an FPSO or FSU must not permit the transfer of persons and goods between helicopter and FPSO or FSU unless:

- (a) the owner or master has provided such arrangements, equipment, instructions and training as:
 - (i) are necessary and reasonable for emergency evacuation of persons from the FPSO or FSU; and
 - (ii) are appropriate and reasonable for the normal operations of the FPSO or FSU; and
- (b) the master is satisfied that:
 - (i) the equipment is maintained in working order and readily available for use; and
 - (ii) the specified training has been carried out.

Penalty: 50 penalty units.

Note Arrangements, equipment, instructions and training that comply with:

- (a) the Australian Code of Safe Practice for Ship-Helicopter Transfers, published by AMSA and available at any AMSA office; or
- (b) the International Chamber of Shipping Guide to Helicopter/Ship Operations, to the extent that it is not consistent with (a),

will be regarded as meeting the requirements of subsection 10.3.

10.3A An offence against subsection 10.3 is a strict liability offence.

10.3B A person is liable to a civil penalty if the person contravenes subsection 10.3.

Civil penalty: 50 penalty units.

10.4 Seafarers' responsibility

Kind of certificate (non-SOLAS)

Maximum duration period

Certificate of Survey for a Passenger Vessel	1 year from day of issue
Certificate of Survey for a Cargo Vessel*	5 years from day of issue

*The certificate may be issued in parts corresponding to the areas that would be covered by SOLAS certification, i.e. Safety Construction, Safety Equipment and Safety Radio.

- (4) A non-SOLAS certificate ceases to be in force if:
- (a) the vessel ceases to be registered in Australia; or
 - (b) any survey or inspection is not completed within the periods specified in accordance with this Marine Order; or
 - (c) the certificate is not endorsed in accordance with this Marine Order; or
 - (d) the certificate is replaced by re-issue.

25 Criteria for variation of non-SOLAS certificates

- (1) For subsection 101(1) of the Navigation Act, the criteria for variation of a non-SOLAS certificate are:
- (a) the conditions on the certificate issued for the vessel have been complied with; and
 - (b) if the variation is an extension of the expiry date of the certificate – the vessel is of a kind mentioned in subsection (2); and
 - (c) if the variation is for harmonisation of survey frequency for a vessel that has both a Certificate of Survey for a Passenger Vessel and Certificate of Survey for a Cargo Vessel:
 - (i) the operational area stated on the Certificate of Survey for a Passenger Vessel is more restricted than the operational area stated on the Certificate of Survey for a Cargo Vessel; and
 - (ii) AMSA is satisfied that the replacement survey frequency is at least as effective as the survey frequency required under this Marine Order for a Certificate of Survey for a Passenger Vessel.

Note A variation may also appear on the form of an endorsement on a certificate.

- (2) AMSA may extend the expiry date of a non-SOLAS certificate for the period and subject to the conditions specified in the following table.

Kind of vessel	Period	Conditions
A vessel that is not in the port where it is to be surveyed when the certificate expires	(a) A passenger vessel that is not self-propelled and is engaged on	(a) The vessel must travel only to the port where it is

	<p>10.4.1 Each seafarer member must carry out the instructions determined by the owner or master under subsection 10.3. Penalty: 50 penalty units.</p> <p>10.4.1A An offence against subsection 10.4.1 is a strict liability offence.</p> <p>10.4.1B a person is liable to a civil penalty if the person contravenes subsection 10.4.1. Civil penalty: 50 penalty units.</p> <p>10.4.2 Every crew member must generally take such action as is reasonable to ensure that transfers are carried out safely.</p>		<p>short international voyages – up to 1 month from certificate expiry</p> <p>(b) Other vessels – 3 months from certificate expiry</p>	<p>to be surveyed</p> <p>(b) The vessel must not leave the port where it is surveyed without a new certificate of the same kind</p>	
		<p>A cargo or passenger vessel that has completed a renewal survey but the new certificate cannot be issued or placed on board the vessel before expiry date of the existing certificate</p>	<p>Up to 5 months from certificate expiry</p>	<p>The existing certificate must be endorsed by the issuing body</p>	
		<p>A passenger vessel with a certificate issued for a period less than 5 years</p>	<p>Up to 5 years from certificate commencement</p>	<p>Surveys and inspections are completed in accordance with this Marine Order as if the vessel were a cargo vessel.</p>	
		<p>A cargo vessel with a certificate issued for a period less than 5 years</p>	<p>Up to 5 years from certificate commencement</p>	<p>Surveys and inspections are completed in accordance with this Marine Order.</p>	
		<p><i>Note</i> For the meaning of short international voyage – see Regulation 3 of Chapter III of SOLAS.</p> <p>(3) If an annual, intermediate or periodical survey of a vessel is completed before the period required by this Marine Order:</p> <p>(a) the anniversary date shown on the certificate may be amended by endorsement to a date that must not be more than 3 months later than the date when the survey was completed; and</p> <p>(b) the subsequent annual, intermediate or periodic survey required by this Marine Order must be completed at the intervals mentioned in Division 3 using the new anniversary date; and</p> <p>(c) the expiry date may remain unchanged if at least 1 annual, intermediate or periodical survey is completed so that the maximum intervals between the surveys mentioned in this Marine Order are not exceeded.</p>			
<p>16 Availability and functions of senior officer</p>					

<p>16.1 The owner of a MODU must ensure that a senior officer is on board the MODU at all operational times.</p> <p>Penalty: 50 penalty units.</p> <p>16.1A An offence against subsection 16.1 is a strict liability offence.</p> <p>16.1B A person is liable to a civil penalty if the person contravenes subsection 16.1.</p> <p>Civil penalty: 50 penalty units.</p> <p>16.2 The functions of the senior officer are:</p> <p>(a) to plan appropriate procedures for all foreseeable emergencies; and</p> <p>(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>(c) to ensure that all safety equipment items carried by the MODU are kept fit and ready for use at all times.</p> <p>16.3 A record mentioned in paragraph 16.2(b) must be kept for the time mentioned in the MODU's safety management system.</p>		<p>26 Criteria for revocation of non-SOLAS certificates</p> <p>For section 102 of the Navigation Act, the criteria for revocation of a non-SOLAS certificate are that:</p> <p>(a) a condition of the certificate has been, or is likely to be, breached; or</p> <p>(b) the owner of the vessel for which the certificate is issued has requested the revocation; or</p> <p>(c) the certificate contains incorrect information.</p> <hr/>	
<p>17 Muster list</p> <p>17.1 The owner of a self-propelled MODU must ensure that there is, on the MODU, a current muster list that complies with subsections 17.2 and 17.3.</p> <p>Penalty: 50 penalty units.</p> <p>17.1A An offence against subsection 17.1 is a strict liability offence.</p> <p>17.1B A person is liable to a civil penalty if the person contravenes subsection 17.1.</p> <p>Civil penalty: 50 penalty units.</p> <p>17.2 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, that, 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>17.3 The muster list must:</p> <p>(a) set out arrangements for dealing with 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; and</p> <p>(d) be in the working language of the MODU and in English.</p>			
<p>18 Emergency drills</p> <p>18.1 The owner of a self-propelled MODU must ensure that:</p> <p>(a) for a MODU registered or required to be registered in Australia — an abandon MODU drill and a fire drill are conducted at least once a week 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>Penalty: 50 penalty units.</p> <p>18.2 A person required for drill on an MODU must report to his or her muster station and perform the duties assigned to him or her.</p> <p>Penalty: 50 penalty units.</p> <p>18.3 The master of a MODU must ensure that a senior officer examines the MODU's survival craft equipment at intervals specified in the MODU's safety management system to ensure that it is ready for use when needed.</p> <p>Penalty: 50 penalty units.</p> <p>18.4 The person in charge of a MODU must ensure that a senior officer examines the MODU's survival craft equipment at intervals specified in the MODU's safety management system to ensure that it is ready for use when needed.</p> <p>Penalty: 50 penalty units.</p> <p>18.5 The master of a MODU must ensure that drills are conducted in accordance with section 14.12 of the 2009 MODU Code, regardless of whether the 2009 MODU Code applies the MODU.</p>		<p>Division 3 Requirements for foreign vessels</p> <p>27 Foreign vessels</p> <p>(1) A foreign vessel must:</p> <p>(a) have any certificate that is required by Regulation 12 of Chapter I of SOLAS; and</p> <p>(b) comply with SOLAS to the extent that it is required to do so by the Administration of the country in which the vessel is registered.</p> <p>(2) However, a foreign vessel that is not required to be issued a certificate in accordance with Regulation 12 of Chapter I of SOLAS must:</p> <p>(a) have at least 1 certificate, or other documentary evidence issued by or on behalf of the country in which it is registered, that:</p> <p>(i) attests to the vessel's seaworthiness; and</p> <p>(ii) includes details of the vessel's areas of operation, equipment and manning requirements; and</p> <p>(b) comply with the requirements of the Administration of the country in which it is registered.</p> <hr/> <p>Division 4 Notification and reporting matters</p> <p>28 Notification of planned tows</p> <p>(1) The owner or master of a vessel that is to tow or be towed in a planned tow must ensure that, at least 7 days before the tow commences, AMSA is notified of the planned tow.</p> <p><i>Note 1</i> For the definition of planned tow – see section 4.</p> <p><i>Note 2</i> For a planned tow, notification might be made by the registered agent, the operator of the towing vessel, or the P&I insurer.</p>	

<p>Penalty: 50 penalty units.</p> <p>18.6 The person in charge of a MODU must ensure that drills are conducted in accordance with section 14.12 of the 2009 MODU Code, regardless of whether the 2009 MODU Code applies the MODU.</p> <p>Penalty: 50 penalty units.</p> <p>18.7 An offence against subsections 18.1 to 18.6 is a strict liability offence.</p> <p>18.8 A person is liable to a civil penalty if the person contravenes subsections 18.1 to 18.6.</p> <p>Civil penalty: 50 penalty units.</p>		<p><i>Note 3</i> For guidance about planning safe tows – see IMO Circular MSC.1/Circ.884 <i>Guidelines for safe ocean towing</i>.</p> <p><i>Note 4</i> For ways of contacting AMSA – see AMSA's website at http://www.amsa.gov.au.</p> <p>(2) AMSA may require further information about the planned tow.</p> <p><i>Examples of information</i></p> <ol style="list-style-type: none"> 1. Vessel stability information 2. A towing survey report 3. Seafarer certificates of competency and experience in undertaking a tow 4. Vessel certificates. <p>(3) AMSA may:</p> <ol style="list-style-type: none"> (a) conduct, or arrange for the conduct of, a towing assessment for the planned tow; or (b) impose conditions on the planned tow. <p><i>Note 1</i> For the definition of towing assessment – see section 4.</p> <p><i>Note 2</i> An inspector may issue a prohibition notice about the conduct of the planned tow if the inspector believes on reasonable grounds that it would involve a serious risk to the health or safety of a person – see section 267 of the Navigation Act. An inspector may issue directions if the inspector believes a person is not complying with the Act – see section 264 of the Act.</p>	
<p>19 Emergency training</p> <p>19.1 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>Penalty: 50 penalty units.</p> <p><i>Note</i> For additional requirements for a MODU registered or required to be registered in Australia — see clause 14 of Schedule 2.</p> <p>19.2 An offence against subsection 19.1 is a strict liability offence.</p> <p>19.3 A person is liable to a civil penalty if the person contravenes subsection 19.1.</p> <p>Civil penalty: 50 penalty units.</p>		<p>29 Notification of alterations, major renewal or repair on vessel</p> <p>(1) For paragraph 105(1)(c) of the Navigation Act, the period within which AMSA and each issuing body must be informed of an alteration to a regulated Australian vessel is within 7 days of making the alteration.</p> <p><i>Note 1</i> Section 105 of the Navigation Act provides an obligation to notify alterations of regulated Australian vessels that affect the safety certificates that the vessel is required to have.</p> <p><i>Note 2</i> For ways of contacting AMSA – see AMSA's website at http://www.amsa.gov.au.</p> <p>(2) The owner or master of a regulated Australian vessel must also inform AMSA and the issuing body of the details of any major renewal or major repair on the vessel within 7 days of completion of the renewal or repair.</p> <p><i>Note</i> Sections 185 and 186 of the Navigation Act also impose an obligation on an owner and master for the reporting of marine incidents to AMSA. Section 23A of <i>Marine Order 1 (Administration) 2013</i> prescribes matters in relation to reports for sections 185 and 186.</p>	
<p>20 Towage</p>			

<p>20.1 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 20.2 about any proposed towage of the MODU in sufficient time to enable the inspection mentioned in subsection 20.3 to be carried out before the tow starts.</p> <p>20.2 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>20.3 The owner of a MODU must ensure that the MODU is not towed before the MODU is inspected by an inspector or a surveyor.</p> <p>Penalty: 50 penalty units.</p> <p>20.4 After receiving the information mentioned in subsection 20.2, 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>20.5 The owner of a MODU must ensure that the MODU is not towed in contravention of:</p> <p>(a) a prohibition mentioned in paragraph 20.4(a); or</p> <p>(b) a condition mentioned in paragraph 20.4(b); or</p> <p>(c) the owner's operations manual for the MODU.</p> <p>Penalty: 50 penalty units.</p> <p>20.6 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 20.4(b); or</p> <p>(b) a condition mentioned in paragraph 20.4(b); or</p> <p>(c) the owner's operations manual for the MODU.</p> <p>Penalty: 50 penalty units.</p>		<p>30 Reporting of defects on a regulated Australian vessel</p> <p>(1) If a defect is discovered on a regulated Australian vessel, the defect must be reported:</p> <p>(a) at the earliest opportunity to AMSA; and</p> <p>(b) for a MODU – immediately to the appropriate authority of the coastal state in whose jurisdiction the vessel is located; and</p> <p>(c) if the vessel is in port of another SOLAS Contracting Government – immediately to the appropriate authority of the SOLAS Contracting Government.</p> <p>(2) In subsection (1): defect has the meaning given by Regulation 11(c) of Chapter I of SOLAS.</p> <p><i>Note 1</i> An approved form for the reporting of defects to AMSA is available on AMSA's website at http://www.amsa.gov.au/forms.</p> <p><i>Note 2</i> Under section 185 of the Navigation Act, the owner of a vessel must also report marine incidents to AMSA. Under section 186 of the Navigation Act, the master of a vessel must report marine incidents to AMSA. Section 23A of <i>Marine Order 1 (Administration) 2013</i> prescribes matters in relation to reports for sections 185 and 186.</p> <hr/> <p>Division 5 Approval matters</p> <p>31 Approval of in-water inspections</p> <p>(1) The owner of a vessel may apply to AMSA for approval of an in-water inspection to replace any of the dry-dock inspections required under this Marine Order.</p> <p><i>Note 1</i> For a SOLAS certificate, the effect of Regulations 7 and 10 of Chapter I of SOLAS and the <i>Survey Guidelines under the Harmonised System of Survey and Certification</i>, as amended is that a vessel is required to have 2 dry-dock inspections in the applicable validity period of its SOLAS certificate or International Load Line certificate.</p> <p><i>Note 2</i> For a non-SOLAS certificate, the dry-dock inspection requirements are mentioned in the <i>Survey Guidelines under the Harmonised System of Survey and Certification</i>, as amended.</p> <p>(2) The application for approval must be made in accordance with <i>Marine Order 1 (Administration) 2013</i>.</p> <p><i>Note</i> <i>Marine Order 1 (Administration) 2013</i> requires a supporting statement setting out the grounds of the application. It also provides that if a fee is charged the application must be accompanied by the prescribed fee and, if a form is approved for the application, the approved form must be used.</p>	
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<p>20.7 An offence against subsection 20.3, 20.5 or 20.6 is a strict liability offence.</p> <p>20.8 A person is liable to a civil penalty if the person contravenes subsection 20.3, 20.5 or 20.6.</p> <p>Civil penalty: 50 penalty units.</p>		<p>(3) AMSA may approve inspection of the outside of the bottom of the vessel to be conducted in-water, in lieu of a dry-dock inspection, if AMSA is satisfied that the in-water inspection is at least as effective as a dry-dock inspection.</p> <p><i>Note</i> For passenger vessels, AMSA may take into account the <i>Guidelines for the assessment of technical provisions for the performance of an in-water survey in lieu of bottom inspection in dry-dock to permit one dry-dock examination in any five-year period for passenger ships other than ro-ro passenger ships</i> (MSC.1/Circ.1348).</p> <p>(4) An approval is subject to conditions imposed by AMSA.</p> <p><i>Note</i> Failure to meet any condition imposed on an approval of an in-water survey will result in an obligation for the owner or master to comply with dry-dock requirements required under this Marine Order.</p>					
<p>21 Transfer of material, appliances or persons</p> <p>21.1 The person in charge of a MODU must ensure that a transfer operation does not commence until the mass of the loads to be handled and emergency procedures are agreed between the person in charge and the masters of all other vessels involved in the transfer operation.</p> <p>Penalty: 50 penalty units.</p> <p>21.2 The person in charge of a MODU must ensure that, throughout a transfer operation, the MODU has direct communication (by handheld UHF/VHF portable transceivers or hand signals) with the operators of any cranes being used in the transfer operation.</p> <p>Penalty: 50 penalty units.</p> <p>21.3 The person in charge of a MODU must ensure that, if a crane on the MODU is used to transfer persons between the MODU and a vessel:</p> <p>(a) each person being transferred is wearing a life jacket, immersion suit or anti-exposure suit; and</p> <p>(b) a personnel transfer device used in transferring persons meets the following requirements:</p> <ul style="list-style-type: none"> (i) it is certified by a recognised organisation as suitable for transfer of personnel; (ii) it is maintained in good condition; (iii) it is inspected for defects frequently, and before use; (iv) it has a control line attached; (v) it is inspected and load tested at least annually by a firm approved or authorised by a recognised organisation to carry out 		<p>Schedule 1 SOLAS certificates – criteria for issue and conditions</p> <p>(sections 5, 8, 9, 15, 16 and 21)</p> <p>1.1 Passenger Ship Safety Certificate</p> <table border="1" data-bbox="1163 740 1774 1440"> <thead> <tr> <th>Criteria</th> <th>Conditions</th> </tr> </thead> <tbody> <tr> <td> <p>The vessel:</p> <p>(a) has been surveyed in accordance with Regulation 7 of Chapter I of SOLAS and <i>Survey Guidelines under the Harmonised System of Survey and Certification</i>, as amended; and</p> <p>(b) complies with the following Marine Orders:</p> <ul style="list-style-type: none"> (i) <i>Marine Order 12 (Construction — subdivision and stability, machinery and electrical installations) 2016;</i> (ii) <i>Marine Order 15 (Construction — fire protection, fire detection and fire extinction) 2014;</i> </td> <td> <p>(1) The vessel and its equipment and appliances are maintained to comply with the Marine Orders specified in column 1.</p> <p>(2) Each survey of the vessel that is required by Regulation 7 of Chapter I of SOLAS is completed in accordance with that regulation and the <i>Survey Guidelines under the Harmonised System of Survey and Certification</i>, as amended.</p> <p>(3) After any survey mentioned in Regulation 7 of Chapter I of SOLAS has been completed, any proposed change to the structure, equipment, systems, fittings, arrangements or material covered by the survey, other than the direct replacement of</p> </td> </tr> </tbody> </table>	Criteria	Conditions	<p>The vessel:</p> <p>(a) has been surveyed in accordance with Regulation 7 of Chapter I of SOLAS and <i>Survey Guidelines under the Harmonised System of Survey and Certification</i>, as amended; and</p> <p>(b) complies with the following Marine Orders:</p> <ul style="list-style-type: none"> (i) <i>Marine Order 12 (Construction — subdivision and stability, machinery and electrical installations) 2016;</i> (ii) <i>Marine Order 15 (Construction — fire protection, fire detection and fire extinction) 2014;</i> 	<p>(1) The vessel and its equipment and appliances are maintained to comply with the Marine Orders specified in column 1.</p> <p>(2) Each survey of the vessel that is required by Regulation 7 of Chapter I of SOLAS is completed in accordance with that regulation and the <i>Survey Guidelines under the Harmonised System of Survey and Certification</i>, as amended.</p> <p>(3) After any survey mentioned in Regulation 7 of Chapter I of SOLAS has been completed, any proposed change to the structure, equipment, systems, fittings, arrangements or material covered by the survey, other than the direct replacement of</p>	
Criteria	Conditions						
<p>The vessel:</p> <p>(a) has been surveyed in accordance with Regulation 7 of Chapter I of SOLAS and <i>Survey Guidelines under the Harmonised System of Survey and Certification</i>, as amended; and</p> <p>(b) complies with the following Marine Orders:</p> <ul style="list-style-type: none"> (i) <i>Marine Order 12 (Construction — subdivision and stability, machinery and electrical installations) 2016;</i> (ii) <i>Marine Order 15 (Construction — fire protection, fire detection and fire extinction) 2014;</i> 	<p>(1) The vessel and its equipment and appliances are maintained to comply with the Marine Orders specified in column 1.</p> <p>(2) Each survey of the vessel that is required by Regulation 7 of Chapter I of SOLAS is completed in accordance with that regulation and the <i>Survey Guidelines under the Harmonised System of Survey and Certification</i>, as amended.</p> <p>(3) After any survey mentioned in Regulation 7 of Chapter I of SOLAS has been completed, any proposed change to the structure, equipment, systems, fittings, arrangements or material covered by the survey, other than the direct replacement of</p>						

inspections and testing of personnel transfer devices; and

(c) not more than 4 persons are transferred simultaneously.

Penalty: 50 penalty units.

21.4 The person in charge of a MODU must ensure that transfer operations are undertaken in accordance with the MODU's operating manual.

Penalty: 50 penalty units.

21.5 For this section:

personnel transfer device includes a basket, cradle or net designed to carry 1 or more persons.

transfer operation means the movement of a person or thing to or from a MODU.

Note For other requirements about a personnel transfer device — see Schedule 3 of *Marine Order 32 (Cargo handling equipment) 2011*.

21.6 An offence against subsections 21.1 to 21.4 is a strict liability offence.

21.7 A person is liable to a civil penalty if the person contravenes subsections 21.1 to 21.4.

Civil penalty: 50 penalty units.

- (iii) *Marine Order 21 (Safety and emergency arrangements) 2016*;
- (iv) *Marine Order 25 (Equipment — lifesaving) 2014*;
- (v) *Marine Order 27 (Safety of navigation and radio equipment) 2016*;
- (vi) *Marine Order 30 (Prevention of collisions) 2016*.

equipment or fittings, is approved by AMSA.

1.2 Cargo Ship Safety Construction Certificate

Criteria	Conditions
<p>The vessel:</p> <ul style="list-style-type: none"> (a) has been surveyed in accordance with Regulation 10 of Chapter I of SOLAS and <i>Survey Guidelines under the Harmonised System of Survey and Certification</i>, as amended; and (b) complies with following Marine Orders: <ul style="list-style-type: none"> (i) <i>Marine Order 12 (Construction — subdivision and stability, machinery and electrical installations) 2016</i>; (ii) <i>Marine Order 15 (Construction — fire protection, fire detection and fire extinction) 2014</i>. 	<ul style="list-style-type: none"> (1) The vessel and its equipment and appliances are maintained to comply with the Marine Orders specified in column 1. (2) Each survey of the vessel that is required by Regulation 10 of Chapter I of SOLAS is completed in accordance with that regulation and <i>Survey Guidelines under the Harmonised System of Survey and Certification</i>, as amended. (3) Any endorsement required to be made to the certificate under Regulation 10 or 14 of Chapter I of SOLAS are made. (4) After any survey mentioned in Regulation 10 of Chapter I of SOLAS has been completed, any change to the structure, equipment, systems, fittings, arrangements or material covered by the

survey, other than the direct replacement of equipment or fittings, is approved by AMSA.

1.3 Cargo Ship Safety Equipment Certificate

Criteria	Conditions
<p>The vessel:</p> <p>(a) has been surveyed in accordance with Regulation 8 of Chapter I of SOLAS and <i>Survey Guidelines under the Harmonised System of Survey and Certification</i>, as amended; and</p> <p>(b) complies with the following Marine Orders:</p> <p>(i) <i>Marine Order 12 (Construction — subdivision and stability, machinery and electrical installations) 2016;</i></p> <p>(ii) <i>Marine Order 15 (Construction — fire protection, fire detection and fire extinction) 2014;</i></p> <p>(iii) <i>Marine Order 21 (Safety and emergency arrangements) 2016;</i></p> <p>(iv) <i>Marine Order 25 (Equipment — lifesaving) 2014;</i></p> <p>(v) <i>Marine Order 30 (Prevention of collisions) 2016.</i></p>	<p>(1) The vessel and its equipment and appliances are maintained to comply with the Marine Orders specified in column 1.</p> <p>(2) Each survey of the vessel that is required by Regulation 8 of Chapter I of SOLAS is completed in accordance with that regulation and <i>Survey Guidelines under the Harmonised System of Survey and Certification</i>, as amended.</p> <p>(3) Any endorsement required to be made to the certificate under Regulation 8 or 14 of Chapter I of SOLAS is made.</p> <p>(4) After any survey mentioned in Regulation 8 of Chapter I of SOLAS has been completed, any change to the structure, equipment, systems, fittings, arrangements or material covered by the survey, other than the direct replacement of equipment or fittings, is approved by AMSA.</p>

1.4 Cargo Ship Safety Radio Certificate

Criteria	Conditions
<p>The vessel:</p> <p>(a) has been surveyed in accordance with Regulation 9 of Chapter I of SOLAS and <i>Survey Guidelines under the Harmonised System of Survey and Certification</i>, as amended; and</p> <p>(b) complies with <i>Marine Order 27 (Safety of navigation and radio equipment) 2016</i>.</p>	<p>(1) The vessel and its equipment and appliances are maintained to comply with the Marine Order specified in column 1.</p> <p>(2) Each survey of the vessel that is required by Regulation 9 is completed in accordance with that regulation and <i>Survey Guidelines under the Harmonised System of Survey and Certification</i>, as amended.</p> <p>(3) Any endorsement required to be made to the certificate under Regulation 9 or 14 of Chapter I of SOLAS are made.</p> <p>(4) After any survey mentioned in Regulation 9 of Chapter I of SOLAS has been completed, any change to the structure, equipment, systems, fittings, arrangements or material covered by the survey, other than the direct replacement of equipment or fittings, is approved by AMSA.</p>

22 Helicopter arrivals and departures

22.1 The person in charge of a MODU must ensure that, during helicopter arrivals at, and departures from, the MODU:

(a) persons, of a number mentioned in the MODU's operating manual or safety management system, are present on or near the helideck who:

(i) have been trained for rescue and fire-fighting duties in accordance with sections A-VI/2 and VI/3 of the STCW Code; and

(ii) are dressed and equipped as required by the MODU's operating manual or safety management system for rescuing any persons

1.5 Cargo Ship Safety Certificate

Criteria	Conditions
<p>The vessel:</p> <p>(a) has been surveyed in accordance with Regulations 8, 9 and 10 of Chapter I of SOLAS and <i>Survey Guidelines under the Harmonised System</i></p>	<p>(1) The vessel and its equipment and appliances are maintained to comply with the Marine Orders specified in column 1.</p> <p>(2) Each survey of the vessel that is required by Regulation 8, 9 or 10 of</p>

<p>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>(ii) a person aboard, embarking or disembarking the helicopter.</p> <p>Penalty: 50 penalty units.</p> <p><i>Note</i> For additional requirements for a MODU registered or required to be registered in Australia — see clause 8 of Schedule 2.</p> <p>22.2 An offence against subsection 22.1 is a strict liability offence.</p> <p>22.3 A person is liable to a civil penalty if the person contravenes subsection 22.1.</p> <p>Civil penalty: 50 penalty units.</p>		<p><i>of Survey and Certification, as amended; and</i></p> <p>(b) complies with the following Marine Orders:</p> <p>(i) <i>Marine Order 12 (Construction — subdivision and stability, machinery and electrical installations) 2016;</i></p> <p>(ii) <i>Marine Order 15 (Construction — fire protection, fire detection and fire extinction) 2014;</i></p> <p>(iii) <i>Marine Order 21 (Safety and emergency arrangements) 2016;</i></p> <p>(iv) <i>Marine Order 25 (Equipment — lifesaving) 2014;</i></p> <p>(v) <i>Marine Order 27 (Safety of navigation and radio equipment) 2016;</i></p> <p>(vi) <i>Marine Order 30 (Prevention of collisions) 2016.</i></p>	<p>Chapter I of SOLAS is completed in accordance with that regulation and <i>Survey Guidelines under the Harmonised System of Survey and Certification, as amended.</i> Any endorsement required to be made to the certificate under Regulations 8, 9, 10 and 14 of Chapter I of SOLAS is made.</p> <p>(3) After any survey mentioned in Regulations 8, 9 and 10 of Chapter I of SOLAS has been completed, any change to the structure, equipment, systems, fittings, arrangements or material covered by the survey, other than the direct replacement of equipment or fittings, is approved by AMSA.</p>	
<p>Division 3 MODUs registered or required to be registered in Australia</p>				

Subdivision 3.1 Preliminary

23 Application of Division to MODU registered or required to be registered in Australia

This Division applies to a MODU registered or required to be registered in Australia.

Subdivision 3.2 Survey and certification requirements

24 Survey requirements

The owner of a MODU must make arrangements for surveys of the MODU to be carried out in accordance with, and within the periods required by, whichever of the 1979, 1989 or 2009 MODU Codes applies to the MODU.

25 MODU certificate — owner's responsibility

25.1 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.

Item	Date of construction of MODU	MODU certificate
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)

Penalty: 50 penalty units.

25.2 An offence against subsection 25.1 is a strict liability offence.

25.3 A person is liable to a civil penalty if the person contravenes subsection 25.1.

Civil penalty: 50 penalty units.

26 MODU certificate — person in charge's responsibility

26.1 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.

Item	Date of construction of MODU	MODU certificate
1	before 1 May 1991	MODU Safety Certificate (1979)

Schedule 2 Non-SOLAS certificates – criteria for issue and conditions

(sections 5, 8, 9, 21 and 22)

2.1 Certificate of Survey for a Passenger Vessel

Criteria	Conditions
The vessel:	(1) The vessel and its equipment and appliances are maintained to comply with the Marine Orders specified in column 1.
(a) has completed an initial survey or renewal survey mentioned in <i>the Survey Guidelines under the Harmonised System of Survey and Certification</i> , as amended, as if surveyed for a Passenger Ship Safety Certificate; and	(2) Completed each survey or inspection mentioned in <i>the Survey Guidelines under the Harmonised System of Survey and Certification</i> , as amended, as if surveyed for a Passenger Ship Safety Certificate..
(b) complies with the following Marine Orders:	(3) Any endorsement required to be made to the certificate under this Order is made.
(i) <i>Marine Order 12 (Construction — subdivision and stability, machinery and electrical installations) 2016;</i>	(4) After any survey required by this Marine Order has been completed, any proposed change to the structure, equipment, systems, fittings, arrangements or material covered by the survey, other than the direct replacement of equipment or fittings, is approved by AMSA.
(ii) <i>Marine Order 15 (Construction — fire protection, fire detection and fire extinction) 2014;</i>	
(iii) <i>Marine Order 21 (Safety and emergency arrangements) 2016;</i>	
(iv) <i>Marine Order 25 (Equipment — lifesaving) 2014;</i>	
(v) <i>Marine Order 27 (Safety of navigation and radio equipment) 2016;</i>	
(vi) <i>Marine Order 30 (Prevention of collisions) 2016;</i>	
(vii) <i>Marine Order 58 (Safe management of vessels) 2015 as if it were a vessel to which Chapter IX of SOLAS applies.</i>	

2	after 30 April 1991 and before 1 January 2012	MODU Safety Certificate (1989)
3	after 31 December 2011	MODU Safety Certificate (2009)

Penalty: 50 penalty units.

26.2 An offence against subsection 26.1 is a strict liability offence.

26.3 A person is liable to a civil penalty if the person contravenes subsection 26.1.

Civil penalty: 50 penalty units.

27 Maintenance of condition after survey

27.1 The owner of a MODU must take corrective action required by an inspector or a surveyor within the time specified by the inspector or surveyor if the inspector or 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.

Penalty: 50 penalty units.

27.1A An offence against subsection 27.1 is a strict liability offence.

27.1B A person is liable to a civil penalty if the person contravenes subsection 27.1.

Civil penalty: 50 penalty units.

27.2 The person in charge of a MODU must take corrective action required by an inspector or a surveyor within the time specified by the inspector or surveyor if the inspector or 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.

Penalty: 50 penalty units.

27.2A An offence against subsection 27.2 is a strict liability offence.

27.2B A person is liable to a civil penalty if the person contravenes subsection 27.2.

Civil penalty: 50 penalty units.

27.3 If, other than in the production operations of the MODU, the safety of a MODU or a person on board a

2.2 Certificate of Survey for a Cargo Vessel

Criteria	Conditions
The vessel:	(1) The vessel and its equipment and appliances are maintained to comply with the Marine Orders specified in column 1.
(1) has completed an initial or renewal survey mentioned in the <i>Survey Guidelines under the Harmonised System of Survey and Certification</i> , as amended, as if surveyed for a Cargo Ship Safety Certificate; and	(2) Completes each survey or inspection mentioned in the <i>Survey Guidelines under the Harmonised system of Survey and Certification</i> , as amended, as if surveyed for a Cargo ship Safety Certificate.
(2) complies with the following Marine Orders:	(3) Any endorsement required to be made to the certificate under this Order is made.
(i) <i>Marine Order 12 (Construction — subdivision and stability, machinery and electrical installations) 2016;</i>	(4) After any survey required by this Marine Order has been completed, any change to the structure, equipment, systems, fittings, arrangements or material covered by the survey, other than the direct replacement of equipment or fittings, must be approved by AMSA.
(ii) <i>Marine Order 15 (Construction — fire protection, fire detection and fire extinction) 2014;</i>	(5) There is in place for the vessel a safety management system that is applied on the vessel in accordance with the ISM Code and the ISM Guidelines.
(iii) <i>Marine Order 21 (Safety and emergency arrangements) 2016;</i>	<i>Note</i> The safety management system may include the towing arrangement for any towed barge >10m in length if the barge:
(iv) <i>Marine Order 25 (Equipment — lifesaving) 2014;</i>	(a) is not self-propelled; and
(v) <i>Marine Order 27 (Safety of navigation and radio equipment) 2016;</i>	(b) has no crew or passengers; and
(vi) <i>Marine Order 30 (Prevention of collisions) 2016.</i>	
The owner of the vessel who has agreed to take over all the duties and responsibilities imposed by the ISM Code (in the ISM Code called the Company) has given the	

<p>MODU is endangered by the occurrence of a marine incident or a defect, the master must report the marine incident or defect as follows:</p> <p>(a) within 4 hours after the incident or defect happens — using the approved form for initial reporting of an incident; and</p> <p>(b) within 72 hours after the incident or defect happens — using the approved form for detailed reporting of the incident.</p> <p>Penalty: 50 penalty units.</p> <p>27.3A An offence against subsection 27.3 is a strict liability offence.</p> <p>27.3B A person is liable to a civil penalty if the person contravenes subsection 27.3.</p> <p>Civil penalty: 50 penalty units.</p> <p><i>Note 1</i> Approved form and marine incident are defined in subsection 14(1) of the Navigation Act.</p> <p><i>Note 2</i> For other requirements to report a marine incident — see section 186 of the Navigation Act. It is an offence not to report a marine incident in accordance with that section.</p> <p>27.4 The person in charge of a MODU for which a valid MODU certificate is held must inform AMSA, and each issuing body that has issued a safety certificate that is in force for the MODU, in accordance with subsection 27.4A if:</p> <p>(a) the MODU becomes less efficient or seaworthy than it was when the certificate was issued; and</p> <p>(b) the lesser efficiency or seaworthiness is the result of any alteration or damage to:</p> <p style="padding-left: 40px;">(i) the MODU; or</p> <p style="padding-left: 40px;">(ii) any fitting, material, appliance or apparatus of the MODU.</p> <p>27.5 For subsection 27.4, AMSA and each issuing body must be informed in the same way and within the same period that AMSA and an issuing body must be informed of an alteration mentioned in section 105 of the Navigation Act.</p> <p><i>Note</i> For the reporting form — see section 6 of <i>Marine Order 31 (Ship surveys and certification) 2006</i>.</p> <p>27.6 For paragraph 105(1)(c) of the Navigation Act (which is about informing AMSA and an issuing body of alterations that affect a vessel's safety certificates), the prescribed period is 7 days after the alteration is made.</p> <p>28 Operational readiness</p>		<p>issuing body a written declaration that there is in place for the vessel a safety management system that complies with Part A of the ISM Code, as if it were a vessel to which Chapter IX of SOLAS applies.</p>	<p>(c) does not carry oil or noxious substances; and</p> <p>(d) does not produce oil residues; and</p> <p>(e) has no arrangement for sewage.</p>	
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The owner of a MODU must ensure that:

(a) the gas detection systems, fire protection systems and fire fighting systems and appliances of the MODU comply with section 9.19 of the 2009 MODU Code (regardless of whether the 2009 MODU Code applies to the MODU); and

(b) all life saving appliances on the MODU comply with section 10.18 of the 2009 MODU Code (regardless of whether the 2009 MODU Code applies to the MODU).

Subdivision 3.3 MODU certificates

Note For how to apply for a survey — see section 16 of *Marine Order 31 (Ship surveys and certification) 2006*.

29 Issue

The Manager, Ship Inspection and Registration or a recognised organisation may issue a certificate mentioned in the following table for a MODU if:

(a) an application has been made under section 99 of the Navigation Act for a safety certificate for a MODU; and

(b) a current survey states that the MODU complies with:

(i) the code mentioned in the table for the certificate; and

(ii) Schedule 2; and

(c) the MODU satisfies any other requirements for a MODU certificate to be issued, reissued or endorsed; and

(d) any other certificates required for the MODU are valid.

Item	Certificate	Code
1	MODU Safety Certificate (1979)	1979 MODU Code
2	MODU Safety Certificate (1989)	1989 MODU Code
3	MODU Safety Certificate (2009)	2009 MODU Code

30 Revocation

30.1 The Manager, Ship Inspection and Registration or a recognised organisation may revoke a MODU certificate if the MODU for which the certificate is issued fails to comply with this Order.

30.2 A person affected by a decision under subsection 30.1 may apply to the Administrative Appeals Tribunal for a review of the decision.

<p>31 Duration</p> <p>31.1 A MODU certificate:</p> <p>(a) has effect from the date it is issued; and</p> <p>(b) ceases to have effect at the earliest of the following:</p> <p style="padding-left: 20px;">(i) if a survey is not carried out within the period required by section 24 — at the end of the period; or</p> <p style="padding-left: 20px;">(ii) the end of a period, determined by the Manager, Ship Inspection and Registration or a recognised organisation issuing the certificate and stated on the certificate, that is no longer than 5 years;</p> <p style="padding-left: 20px;">(iii) on transfer of the registration of the MODU from Australia to another country;</p> <p style="padding-left: 20px;">(iv) when it is cancelled by the Manager, Ship Inspection and Registration or recognised organisation;</p> <p style="padding-left: 20px;">(iv) 5 years after it is issued.</p> <p>31.2 The period of validity of a MODU certificate may be extended only in accordance with section 14 of <i>Marine Order 31 (Ship surveys and certification) 2006</i>.</p> <p>32 Endorsement</p> <p>After completing a survey (other than the initial survey) or an inspection in accordance with the MODU Code that applies to a MODU, the inspector or surveyor must endorse the certificate mentioned in section 29 for the MODU.</p> <p><i>Subdivision 3.4 Additional requirements</i></p> <p>33 Compliance with Schedule 2</p> <p>33.1 The operator of a MODU must ensure that it complies with Schedule 2.</p> <p style="padding-left: 20px;">Penalty: 50 penalty units.</p> <p>33.2 The person in charge of a MODU must ensure that it complies with Schedule 2.</p> <p style="padding-left: 20px;">Penalty: 50 penalty units.</p> <p>33.3 An offence against subsection 33.1 or 33.2 is a strict liability offence.</p> <p>33.4 A person is liable to a civil penalty if the person contravenes subsection 33.1 or 33.2.</p> <p style="padding-left: 20px;">Civil penalty: 50 penalty units.</p>			
<p>Division 4 MODUs that are foreign vessels</p>			

<p>34 Control of MODUs that are foreign vessels</p> <p>The Manager, Ship Inspection and Registration may exercise control over a MODU mentioned in paragraph 9(b) to the extent mentioned in section 1.7 of the 2009 MODU Code.</p>			
<p>Division 5 Transitional</p>			
<p>35 Exemptions</p> <p>An exemption granted or continued under a provision of a previous issue of this Order, and in effect on 30 June 2012, continues in effect as if granted under this Order.</p> <p>36 Approvals</p> <p>An appliance, item of equipment or arrangement approved under a provision of a previous issue of this Order, and in service on a MODU on 30 June 2012, is taken to be approved under this Order.</p> <p>37 Replacement or renewal of equipment etc</p> <p>37.1 This section applies to a MODU if:</p> <p>(a) an appliance, item of equipment or arrangement that is required by the MODU Code that applies to the MODU is replaced; or</p> <p>(b) the MODU Code that applies to the MODU requires the MODU to have an additional or different appliance, item of equipment or arrangement.</p> <p>37.2 Unless otherwise required by SOLAS or an order, each replacement or additional appliance, item of equipment or arrangement must, to the extent practicable, comply with the most recent SOLAS specifications or requirements that apply to it.</p> <p>37.3 However, the replacement may be of the same type as the item replaced if:</p> <p>(a) a survival craft is replaced without replacing its launching appliance; or</p> <p>(b) a launching appliance for a survival craft is replaced without replacing the survival craft.</p>			
<p>Schedule 1 Personnel</p> <p>(section 13)</p> <p>1 Definitions</p> <p>In this Schedule:</p> <p>competent person 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>Schedule 1 Requirements</p> <p>(section 8)</p> <p>1 Helicopter facilities</p> <p>1.1 Securing helicopters</p> <p>A helicopter deck on an FPSO or FSU must be provided with recessed tie-down points suitable for securing a stationary helicopter.</p> <p>1.2 Helicopter deck</p>		

<p>(b) has the skills necessary to perform the duties this Schedule requires the person to perform.</p> <p>self-propelled MODU 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>2 Application</p> <p>This Schedule does not apply to a MODU secured at a safe berth or during carriage in transit on a rig transporting vessel.</p> <p>3 Manning</p> <p>3.1 The manning of the MODU must include:</p> <p>(a) the person in charge; and</p> <p>(b) other persons mentioned in subclause 3.2.</p> <p>3.2 For paragraph 3.1(b), the other persons are:</p> <p>(a) for a MODU at anchor or otherwise connected to the seabed, other than a self-propelled MODU — the number of competent persons that the owner considers are sufficient to undertake normal operations and emergency procedures; or</p> <p>(b) for a manned MODU under tow, other than a self-propelled MODU — the number of persons, with the qualifications mentioned in clause 3.3, that the owner considers are sufficient to undertake towage operations and emergency procedures, but at least the number of persons mentioned in subclause 3.4; or</p> <p>(c) for a self-propelled MODU — the number of competent persons that the owner considers are sufficient to undertake normal operations and emergency procedures, including at least the number of persons specified for the MODU by the Manager, Ship Operations and Qualifications who are qualified in accordance with:</p> <p style="padding-left: 40px;">(i) for a MODU mentioned in paragraph 9(a) — <i>Marine Order 3 (Seagoing qualifications) 2004</i>; or</p> <p style="padding-left: 40px;">(ii) for a MODU mentioned in paragraph 9(b) — the requirements of its flag state.</p> <p>3.3 For paragraph 3.2(b), the qualifications are:</p> <p>(a) a Certificate as Able Seaman or equivalent; and</p>	<p>Where a high fire risk space is located below a helicopter deck, such space must be insulated to a standard to the satisfaction of the Manager, Ship Inspection and Registration.</p> <p>1.3 Helicopter facilities</p> <p>An FPSO or FSU constructed or converted in or after 1 July 2000 must comply with IMO Resolution A.855(20) <i>Standards for on-board helicopter facilities</i>.</p> <p><i>Note</i> Attention is drawn to the booklet <i>Ship-Helicopter Transfers – Australian Code of Safe Practice</i>, published by AMSA. So far as possible, masters of FPSOs and FSUs should follow the guidelines in this booklet.</p> <p>2 Fire detection and extinction</p> <p>2.1 Fire pumps</p> <p>2.1.1 At least two independently driven fire pumps should be provided, each arranged to draw directly from the sea and discharge into the fixed fire main and one of which is dedicated to fire-fighting duty in order to be available for such duty at all times.</p> <p>2.1.2 Each fire pump must have at least the capacity to :</p> <ul style="list-style-type: none"> • deliver simultaneously a jet from each of any two fire hydrants fitted with a hose and 19 millimetre nozzle while maintaining a minimum pressure of 350 kilopascals at all hydrants; and • in the case of a pump supplying a foam system for the protection of a helicopter deck, maintain a pressure of 700 kilopascals at the foam installation. <p>2.1.3 Where a fire pump is located in a space not normally manned, the Manager, Ship Inspection and Registration may require suitable provision to be made for remote starting of the pump and remote operation of associated suction and discharge valves.</p> <p>2.1.4 A centrifugal pump connected to the fire main must be fitted with a non-return valve.</p> <p>2.2 Fire main and hydrant valves</p> <p>2.2.1 The fire main must, where practicable, be routed clear of hazardous areas and be arranged in such manner as to make maximum use of any thermal shielding or physical protection afforded by the structure of the FPSO or FSU.</p>		
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<p>(b) a Certificate of Safety Training, at least 2 years service on MODUs and experience in MODU towage operations.</p> <p>3.4 For paragraph 3.2(b), the number of persons must include at least:</p> <p>(a) the number of persons specified by the Manager, Ship Operations and Qualifications for the MODU; or</p> <p>(b) if a specification has not been made under paragraph (a) — the number of persons specified in the operating manual for the MODU for towage operations and emergency procedures.</p> <p>3.5 The owner of a manned MODU that is under tow must ensure that the MODU carries at least 1 seafarer who holds a GMDSS general operator certificate and enough other persons capable of communicating with the towing vessels to ensure that communication can be maintained at all times.</p> <p>4 Person in charge</p> <p><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>4.1 A person may be appointed as person in charge during any mode of operation of a MODU only if the person is:</p> <p>(a) well acquainted with the characteristics, capabilities and limitations of the MODU during the mode of operation; and</p> <p>(b) capable of directing all tasks relevant to the MODU's operation in the mode of operation; and</p> <p>(c) capable of directing emergency procedures.</p> <p>4.2 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>4.3 A person may be appointed as person in charge of a manned MODU, other than a self-propelled MODU, that is under tow only if the person:</p> <p>(a) is well experienced in all aspects of MODU towing operations; and</p> <p>(b) holds, or is assisted by a person on board who holds, a Certificate of Competency as Master.</p>	<p>2.2.2 The fire main must be provided with isolating valves so located as to permit optimum utilisation in the event of physical damage to any part of the main.</p> <p>2.3 Firehoses</p> <p>2.3.1 A fire hose must be provided for every hydrant.</p> <p>2.3.2 A fire hose must be:</p> <ul style="list-style-type: none"> • constructed of material acceptable to the Manager, Ship Inspection and Registration; • not more than 18 metres in length; • provided with a dual purpose nozzle and the necessary couplings; and • together with any necessary fittings and tools, kept ready for use in a conspicuous position near a hydrant or other connection. <p>2.4 Fire detection and alarm system</p> <p>Manual fire alarm stations must be fitted at suitable locations throughout an FPSO or FSU.</p> <p>2.5 Gas detection and alarm system</p> <p>2.5.1 A fixed automatic gas detection and alarm system must be provided to the satisfaction of the Manager, Ship Inspection and Registration, so arranged as to:</p> <ul style="list-style-type: none"> • monitor continuously all enclosed areas of an FPSO or FSU in which an accumulation of flammable gas may occur; and • indicate at the main control point by aural and visual means, the presence and location of an accumulation of flammable gas. <p>2.5.2 An FPSO or FSU must be provided with at least two portable gas monitoring devices, capable of accurately measuring a concentration of flammable gas.</p> <p>2.6 Firemen's outfits</p> <p>2.6.1 Each breathing apparatus provided must be self-contained.</p> <p>2.6.2 Firemen's outfits must be so stored as to be easily accessible and ready for use, one such outfit being located within easy access of the helicopter deck.</p> <p>2.7 Storage of gas cylinders</p>		
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<p>4.4 The person in charge of an unmanned MODU that is under tow must be the master of a vessel towing the MODU.</p> <p>4.5 For subclauses 4.3 and 4.4, a MODU is not taken to be manned only because persons are aboard for short periods to carry out inspections or to maintain, adjust or reconnect towing gear.</p> <p>5 Duration of responsibility</p> <p>5.1 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>5.2 The person in charge remains as person in charge for this Order from the time of signing on in the logbook as person in charge to the time of signing off.</p> <p>5.3 Changeover of person in charge must be done in accordance with the operating manual for the MODU.</p> <p>6 Responsibilities of person in charge of a MODU under tow</p> <p>6.1 The person in charge of a MODU under tow must, before the tow commences:</p> <p>(a) ensure by inspection that:</p> <ul style="list-style-type: none"> (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 (ii) the towing arrangements on each towing vessel are fit for the purpose; and (iii) the connecting arrangements between the towing gear on the MODU and on each towing vessel are fit for the purpose; and <p>(b) make an 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>6.2 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>2.7.1 A cylinder of breathing medium for use in diving operations must be stowed separately from other gas cylinders.</p> <p>2.7.2 Fire-extinguishing arrangements for the protection of areas or spaces where gas cylinders are stored, must be to the satisfaction of the Manager, Ship Inspection and Registration.</p> <p>3 Radiocommunication installations</p> <p>In addition to the equipment required by Marine Order 27 (Radio equipment) 2009, an FPSO or FSU must be fitted with radio equipment suitable for communicating with helicopters and, if in range, with the helicopter base station.</p> <p>4 Operating manual</p> <p>The vessel's Safety Management System required under the International Safety Management Code must include an operating manual to cover the vessel's operation as an FPSO or FSU.</p>		
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<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 it necessary, of emergency towing gear.</p> <p>6.3 A person in charge being assisted by a person holding a Certificate of Competency as Master must obtain the advice of that person before carrying out the duties mentioned in subclauses 6.1 and 6.2.</p>			
<p>Schedule 2 Additional requirements for MODUs registered or required to be registered in Australia</p> <p>(section 33)</p> <p>1 Towage fittings</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>2 Construction portfolio</p> <p>The copy of the construction portfolio required to be carried on board a MODU by section 2.8 of the 1979 MODU Code, section 2.9 of the 1989 MODU Code or section 2.13 of the 2009 MODU Code must be maintained up to date.</p> <p>3 External openings</p> <p>3.1 A non-watertight external opening on a MODU 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 or the 2009 MODU Code.</p> <p>3.2 For subclause 3.1, a <i>non-watertight external opening</i> includes the following:</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 watertight closing appliance.</p> <p>3.3 A watertight external opening may be located so that it submerges when the MODU is damaged as mentioned in section 3.5 of the 1979 MODU Code or the 1989 MODU Code or section 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 Each small hatch must be fitted with:</p> <p>(a) a quick-acting watertight cover of steel or equivalent material acceptable to the recognised organisation; 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 hatch cover is to be closed while at sea and is for temporary use only.</p> <p>3.5 For this clause, a small hatch is a hatch normally used for access by personnel.</p> <p>4 Height of coamings and other features</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>5 Weathertight closing appliances</p> <p>5.1 A weathertight closing appliance must be fitted to:</p> <p>(a) each opening that may become submerged before the heeling angle at which the minimum specified area is achieved under:</p> <ul style="list-style-type: none"> (i) the intact criteria of the MODU Code that applies to the MODU; or (ii) for a column stabilised MODU — the damage criteria of whichever of the 1989 or 2009 MODU Codes that applies to the MODU; and <p>(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>6 Electrical</p> <p>Precautions against electric shock</p> <p>6.1 For a MODU built after 30 June 2000, the reference to 55V in paragraph 5.5.1 of the 1979 and 1989 MODU Codes and paragraph 5.6.1 of the 2009 MODU Code, 55V is to be read as 50V.</p> <p>Low location lighting</p>			
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6.2 A MODU built after 30 June 2000 must comply with IMO Resolution A.752(18) *Guidelines for the evaluation, testing and application of low-location lighting on passenger ships.*

7 Fire precautions

Fire hose specifications

7.1 A fire hose must:

- (a) be constructed of material acceptable to the Manager, Ship Inspection and Registration; and
- (b) be not more than 18 m long; and
- (c) have a dual purpose nozzle and the necessary couplings; and
- (d) together with any necessary fittings and tools, be kept ready for use in a conspicuous position near a hydrant or other water connection.

Fire test procedures

7.2 A MODU built after 30 June 2000 must comply with IMO Resolution MSC.61(67) *International Code for Application of Fire Test Procedures*, as amended by IMO Resolutions MSC.101(73) and MSC.173(79).

Sprinkler systems

7.3 A MODU built after 30 June 2000 must comply with IMO Resolution A.800(19) *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).

8 Helicopters

Helicopter deck

8.1 If a high fire risk space is located below a helicopter deck, the space must be insulated in a way that the Manager, Ship Inspection and Registration considers appropriate.

Helicopter facilities

8.2 A MODU built after 30 June 2000 and before 1 January 2010 must comply with IMO Resolution A.855(20) *Standards for on-board helicopter facilities.*

8.3 A MODU built after 31 December 2009 must comply with paragraph 9.16 and Chapter 13 of the 2009 MODU Code.

9 Permanent piping for oxy-acetylene

9.1 A permanent piping system for oxy-acetylene may be installed in a MODU only if:

- (a) all of the fixed piping is made of steel; and

<p>(b) material used in the system, except for welding and cutting tips, does not contain more than 70% copper; and</p> <p>(c) allowance is made for expansion of the piping; and</p> <p>(d) the piping system is suitable for the pressures for which it is made.</p> <p>9.2 A MODU built after 31 December 2009 must comply with paragraph 9.15 of the 2009 MODU Code.</p> <p>10 Medical</p> <p>A self-propelled MODU or a MODU under tow must have a stretcher suitable for use in lifting an injured person into a helicopter.</p> <p><i>Note</i> For other requirements for a MODU to carry medical supplies — see <i>Marine Order 11 (Living and working conditions on vessels) 2013</i> and the laws of a State or the Northern Territory for the area of operation.</p> <p>11 Guards and rails</p> <p>The perimeter of all floor and deck areas and openings must have guards, rails or other safety devices designed to prevent persons from falling overboard.</p> <p><i>Note</i> For other requirements for guard rails — see regulation 25 of the Load Line Convention which is defined in, and adopted for Australia by, <i>Marine Order 16 (Load lines) 2004</i>.</p> <p>12 Means of embarkation</p> <p>12.1 A MODU must comply with the embarkation requirements of whichever of the 1979, 1989 or 2009 MODU Codes applies to the MODU</p> <p>12.2 Means requiring minimal physical exertion must be provided for embarkation into survival craft having regard to:</p> <p>(a) the shape and configuration of the MODU; and</p> <p>(b) the method of launching the craft.</p> <p><i>Note</i> 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.</p> <p>12.3 Personnel landings, if fitted, and sea areas in their vicinity must have efficient illumination.</p> <p>13 Documentation</p> <p>Plans and instructions</p> <p>13.1 The following must be carried on board a MODU:</p>			
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<p>(a) a plan showing hazardous areas on the MODU, including areas set aside for the storage of dangerous substances;</p> <p>(b) operating instructions for the diving system, if any;</p> <p>(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;</p> <p>(d) a list of all instruction, operational and maintenance manuals for all fittings, appliances and apparatus on the MODU;</p> <p>(e) a document stating 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;</p> <p>(f) changeover procedures to be followed when the duties of person in charge are transferred to another person.</p> <p><i>Note 1</i> If appropriate, the format of documents relating to stability, capacities etc should be in the form of the Stability Book required by <i>Marine Order 12 (Construction — subdivision and stability, machinery and electrical installations) 2009</i>.</p> <p><i>Note 2</i> Documents used to describe and implement the MODU's safety management system may be accepted as meeting, in whole or in part, the requirements for operational manuals for normal and emergency operations, including the additional material required by paragraph 14.1.5 of the 1989 MODU Code or paragraph 14.1.5 of the 2009 MODU Code.</p> <p>Operating manual</p> <p>13.2 A MODU must comply with the requirements of section 14.1 of the 1979 MODU Code, the 1989 MODU Code or the 2009 MODU Code.</p> <p>13.3 Regardless of whether the 2009 MODU Code applies to a MODU, the following must be carried on board the MODU:</p> <p>(a) emergency instructions required by section 14.10 of the 2009 MODU Code;</p> <p>(b) a training manual as required by section 14.11 of the MODU Code;</p> <p>(c) an official log book or tour record as required by section 14.14 of the 2009 MODU Code.</p>			
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<p>13.4 The operating manual may be maintained in the form of a single book, or of a book supplemented by associated plans and the documents mentioned in subclause 13.3.</p> <p>13.5 The operating manual must be maintained up to date at all times.</p> <p>13.6 A copy of the operating manual must be available for inspection at the MODU's base port in Australia.</p> <p>13.7 A copy of the standard towage arrangements, and the owner's proposed standard requirements for manning for all modes of operation, including towing, must be given to the Manager, Ship Operations and Qualifications.</p> <p>13.8 A copy of the part of the operating manual that deals with mode change between any of the modes drilling, towing, self-propelled, anchored and stacked must be given to the Manager, Ship Operations and Qualifications.</p> <p>14 Emergencies</p> <p>Definition of <i>special MODU personnel</i></p> <p>14.1A In this clause:</p> <p>special MODU personnel means a person who:</p> <ul style="list-style-type: none">(a) is not the master, the person in charge or a seafarer; and(b) is on board a MODU in connection with the purpose of the MODU or a related purpose; and(c) has been given safety instruction at least to the level mentioned in subclause 14.11. <p>Drills</p> <p>14.1 An abandon MODU drill and a fire drill must be conducted at least once a week.</p> <p>14.2 Each seafarer and special MODU personnel must participate in each drill at least once a month.</p> <p>14.3 Drills must, to the extent practicable, make use of all life-saving and fire-fighting equipment on board, including at least the following:</p> <ul style="list-style-type: none">(a) sounding the general emergency signal described in the muster list;(b) donning lifejackets and immersion or survival suits, if any;(c) use of emergency escape routes to muster stations;			
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<p>(d) instruction in preparing, boarding and launching survival craft including, if 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 (eg 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>14.4 If 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 seafarers aboard and manoeuvred in the water at least once every 3 months.</p> <p>14.5 The complete emergency system, including automatic starting arrangements, must be tested at least once a month in conjunction with a drill.</p> <p>Emergency training</p> <p>14.6 Emergency training for a MODU must comply with section 14.13 of the 2009 MODU Code, regardless of whether the 2009 MODU Code applies to the MODU.</p> <p>14.7 Personnel assigned special duties may be trained for those duties on the MODU or at a training establishment approved by AMSA.</p> <p>14.8 For provision of emergency training, personnel must be categorised as:</p> <p>(a) visitors and special MODU personnel not normally employed on the MODU; or</p> <p>(b) special MODU personnel normally employed on the MODU, not having special duties for the survival of others; or</p> <p>(c) special MODU personnel normally employed on the MODU, having special duties for the survival of others; or</p>			
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<p>(d) seafarers.</p> <p>14.9 Each person mentioned in paragraph 14.8(a) must, on arrival aboard the MODU, be instructed in the following:</p> <ul style="list-style-type: none"> (a) the need to be prepared for an emergency; (b) the need to observe strictly the requirements of the muster list, in particular those relating to: <ul style="list-style-type: none"> (i) specific conduct in any emergency; and (ii) muster stations and survival craft stations; and (iii) the general emergency signal; and (iv) the abandon MODU signal; (c) the need to be alert to the sounding of alarm signals and to respond to signals in emergencies; (d) the location and correct method of donning of his or her own and spare lifejackets and immersion or survival suits, if any; (e) the dangers of jumping into the sea from a height, particularly when wearing a lifejacket; (f) the location of emergency escape routes including those leading to survival craft stations; (g) the need to participate in any drills held during the time he or she is on board; (h) essential fire precautions. <p>14.10 A person mentioned in paragraph 14.8(b) must be instructed in accordance with subclause 14.8 and also be given basic on-board training and instruction in the following:</p> <ul style="list-style-type: none"> (a) emergencies that might occur on the particular type of MODU; (b) the consequences of panic; (c) the types and proper methods of using all life-saving appliances carried on the MODU; (d) the least dangerous way of jumping into the water from a height while wearing a lifejacket or an immersion suit, if any, and most appropriate locations for doing so; (e) boarding survival craft from the MODU and from the water; (f) swimming while wearing a lifejacket; (g) keeping afloat without a lifejacket; (h) survival in the water: 			
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<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>14.11 A person mentioned in paragraph 14.8(c) must be instructed in accordance with clause 14.10 and also be instructed and trained, to ensure that he or she can perform his or her special duties, by qualified and experienced persons in the following:</p> <p>(a) marshalling personnel;</p> <p>(b) abandonment of the MODU, including launching 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 the following:</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, to the extent practicable, near the MODU, well clear of but not down-wind of any hydrocarbons or fire;</p> <p>(v) recovering other survivors and caring for them, to the extent 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) using protective measures in survival craft (eg 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) preventing sweating and the dangers of drinking sea water;</p>			
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<p>(d) transferring persons from a survival craft or helicopter to a vessel;</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>14.12 A person mentioned in paragraph 14.8(d) must be given on-board training and instruction in the kinds of emergencies that might occur on the particular kind of MODU.</p> <p>Alarms and indicators</p> <p>14.13 A MODU built after 30 June 2000 must comply with IMO Resolution A.1021(26) <i>Code on Alarms and Indicators</i>.</p>			
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