

**Amendment No 1
to the
National Standard for Commercial Vessels
Part E; Operational Practices
(Edition 1)**

Revised Text

Edition 1 of the National Standard for Commercial Vessels, Part E; Operational Practices as published on the web in April 2005, and on CD in April 2005 is amended as follows. The amendments, which were endorsed by the Australian Transport Council on 2 May 2008 come into effect from the 2 July 2008 and should be inserted in the appropriate places.

Published on 2 July 2008.

Summary

This amendment applies to Clauses 1.5, 2.8.5, 3.6.1 and 3.10.2, and to Table 1 and Table 2.

AMDT
No.1
2 July 08

Page 10 – Clause 1.5

Insert the following definitions after the definition for “marine incident”:

National Coast Radio Network —

the network established under the auspices of the Australian Transport Council (2005) via the States and Northern Territory to provide 24 hour distress and safety communications services for vessels that operate outside the provisions of the SOLAS Convention in coastal waters to a distance of 200 nautical miles from the Australian coast and to provide the radio communications interface between vessels that operate within the service area and the SAR authority in each State and Northern Territory.

The scope of the National Coast Radio Network includes the monitoring of HF distress and safety voice frequencies for coastal waters within 200 nautical miles of the Australian coast which encompasses operational areas B, C, D and E as well as limited VHF Ch 16 distress monitoring in some areas.

radio watch—

listening on the appropriate Distress and Safety frequency for the type of radio on the vessel.

AMDT
No.1
2 July 08

Page 13 – Clause 2.8.5

Delete Clause 2.8.5 and insert the following:

2.8.5 Assistance to persons in distress

2.8.5.1 Maintaining a radio watch

A radio watch shall be maintained at all times while the vessel is at sea except as provided otherwise in this Clause.

A VHF radio watch shall be maintained on the channels or frequencies designated in Table 1.

Table 1 — VHF Frequency assignment and use

Frequency (MHz)	Channel number	Purpose
156.800	16	Distress, Urgency, Safety and Calling only
156.525 (A1)	70	Digital selective calling for Distress, Urgency, Safety and Calling only

KEY:

(A1) – A watch on this frequency is only required where Digital Selective Calling is fitted to the radiotelephone.

The watch on VHF radiotelephony equipment may be suspended under any one of the following circumstances:

- a) The equipment is being used on another frequency for the business or safe navigation of the vessel; or
- b) A watch is being maintained on another frequency prescribed by a local pilotage; or port authority; or
- c) When conditions are such that, in the opinion of the Master, maintaining the watch would interfere with the safe navigation or safe working of the vessel.

Where HF radiotelephone equipment is fitted to the vessel, an HF radio watch shall be maintained on the frequencies designated in Table 2.

Table 2 — HF Frequency assignment and use

Frequency (kHz) ¹	Purpose
4125.0	Distress, Urgency, Safety and Calling only
6215.0	Distress, Urgency, Safety and Calling only
8291.0	Distress, Urgency, Safety and Calling only

NOTES:

1 – The watch should be maintained on the most appropriate frequency or frequencies, having due regard to prevailing radio conditions and the position of the vessel at the time.

2 – The frequency 2182 kHz is not included in the table as a mandatory watch frequency because it is no longer recommended for distress and safety monitoring by IMO. It is no longer generally monitored by the National Coast Radio Network in Australia or by SOLAS vessels.

The watch on HF radiotelephony equipment may be suspended under the following circumstances—

- i) whilst exchanging communications with other shore based or ship stations; or
- ii) when conditions are such that in the opinion of the Master such watch would interfere with the safe navigation or safe working of the vessel.

2.8.5.2 Provision of assistance

A vessel at sea, on receiving a signal from any source that a vessel, aircraft or survival craft is in distress, shall proceed immediately to the assistance of the persons in distress informing them, if possible, that the vessel is doing so.

If it is considered unreasonable or unnecessary to proceed to their assistance, the reason for failing to proceed to the assistance of the persons in distress shall be entered in the vessel's logbook.

The obligation to assist under the provisions of this clause shall cease to exist when advice has been received from a reliable source that another vessel has reached such persons or that assistance is no longer necessary.

A reliable source includes:

- a) The persons in distress.
- b) The search and rescue service or coordination centre.
- c) The Master of the vessel in distress.

AMDT
No.1
2 July 08

Page 20 – Clause 3.6.1

Delete Clause 3.6.1 (a) and *insert* the following:

- a) determine appropriate solutions to the generic hazards or emergency situations identified in Table 3; and

AMDT
No.1
2 July 08

Page 21 – Table 1

Delete the title of Table 1 and *insert* the following:

Table 3 — Minimum generic emergency situations for the purposes of contingency Planning

AMDT
No.1
2 July 08

Page 26 – Clause 3.10.2

Delete Paragraph 1 of Clause 3.10.2 and *insert* the following:

Emergency station lists for crew shall provide the information listed in Table 4. Crew identification on the emergency station list shall be by designated capacity and/or name.

AMDT
No.1
2 July 08

Page 26 – Table 2

Delete the title of Table 2 and *insert* the following::

Table 4 — Contents of emergency station list
