



Australian Government
Australian Maritime Safety Authority

AMSA MO 2026/[number]

Marine Order 25 (Equipment — life-saving) 2026

I, Kaylene Dale, Chief Executive Officer of the Australian Maritime Safety Authority, make this Order under subsection 342(1) of the *Navigation Act 2012*.

2026

[DRAFT ONLY — NOT FOR SIGNATURE]

Chief Executive Officer

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MO25 external consultation draft

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Division 1 Preliminary

1 Name of Marine Order

This Marine Order is *Marine Order 25 (Equipment — life-saving) 2026*.

1A Commencement

This Marine Order commences on [insert date].

1B Repeal of *Marine Order 25 (Equipment — lifesaving) 2014*

Marine Order 25 (Equipment — lifesaving) 2014 is repealed.

2 Purpose

This Marine Order:

- (a) gives effect to parts of Chapter III of SOLAS which incorporates requirements of the LSA Code; and
- (b) provides for:
 - (i) the carriage and testing of life-saving equipment; and
 - (ii) the recovery of persons from the water.

3 Power

- (1) The following provisions of the Navigation Act provide for this Marine Order to be made:
 - (a) paragraph 339(2)(b) of the Navigation Act which provides that the regulations may provide for the machinery and equipment to be carried on board vessels for sending or receiving distress, urgency and other signals;
 - (b) paragraph 339(2)(g) of the Navigation Act which provides that the regulations may provide for the equipment to be carried on board vessels and the measures to be carried out, for saving life at sea;
 - (c) paragraph 340(1)(a) of the Navigation Act which provides that the regulations may give effect to SOLAS.
- (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.
- (3) Subsection 341(1) of the Navigation Act provides for the imposition of penalties in regulations.
- (4) Subsection 342(1) of the Navigation Act provides that AMSA may make a Marine Order about anything that may or must be made by regulation.
- (5) Subsection 342(4) allows a Marine Order to provide for any matter by applying, adopting or incorporating any matter contained in an instrument or other document in force or existing from time to time.

4 Definitions

In this Marine Order:

AIS-SART means an automatic identification system search and rescue transmitter capable of operating on frequencies dedicated for AIS (161.975 MHz (AIS1) and 162.025 MHz (AIS2)).

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Chapter III means Chapter III of SOLAS.

GT, for a vessel, means the gross tonnage of the vessel worked out under regulation 3 of Annex 1 to the Tonnage Convention.

launching appliance means a means of transferring a survival craft or rescue boat from its stowed position safely to the water.

life-saving appliance includes any appliance required by this Marine Order to be fitted to, or carried on, a vessel.

life-saving equipment means equipment that is:

- (a) stored in, or belonging to, a life-saving appliance; or
- (b) required by this Marine Order to be fitted to, or carried on, a vessel.

LSA Code means the *International Life-Saving Appliance Code* adopted by IMO Resolution MSC.48 (66), as amended from time to time.

Note A copy of each IMO resolution that *adopts* or amends this Code is available on AMSA's website at www.amsa.gov.au.

proper use, for a life-saving appliance or item of life-saving equipment, means:

- (a) use in an emergency; or
- (b) use for training for an emergency; or
- (c) maintenance or testing of the appliance or item of equipment.

SART means a search and rescue transponder, approved by an issuing body.

Note 1 For information on obtaining copies of IMO documents mentioned in this Marine Order — see AMSA's website at www.amsa.gov.au. These documents may also be purchased from the IMO — see the IMO website at www.imo.org/publications.

search and rescue locating device means a SART or an AIS-SART.

Note 2 Some terms used in this Marine Order are defined in *Marine Order 1 (Administration) 2013*, including:

- cargo vessel
- decision maker
- EPIRB
- equivalent
- IMO
- length
- NSCV
- passenger vessel
- SOLAS
- use
- USL Code.

Note 3 Other terms used in this Marine Order are defined in the Navigation Act, including:

- AMSA
- foreign vessel
- inspector
- issuing body
- owner
- recognised organisation
- regulated Australian vessel
- seafarer

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- Tonnage Convention.

Note 4 For delegation of AMSA's powers under this Marine Order — see the AMSA website Marine Orders link at www.amsa.gov.au.

5 Interpretation

- (1) A reference to the Administration in Chapter III, the LSA Code, an IMO resolution or a document mentioned in this Marine Order is taken to mean:
 - (a) for a regulated Australian vessel — AMSA; or
 - (b) for a foreign vessel — the Administration of the country where the vessel is registered.
- (2) However, a requirement in Chapter III, the LSA Code or an IMO resolution, or in another document mentioned in this Marine Order, that an appliance, item of equipment or arrangement must be approved by the Administration means, for a regulated Australian vessel, that the appliance, item of equipment or arrangement must be approved by an issuing body.
- (3) A term that is used in this Marine Order but is not defined for this Marine Order, and is defined in SOLAS or in a code mentioned in this Marine Order, has the meaning given by SOLAS or the code.
- (4) For this Marine Order, a vessel is taken to have been constructed when:
 - (a) the keel is laid; or
 - (b) construction identifiable with the vessel starts and the lesser of at least 50 tonnes, or 1% of the estimated mass of all structural material, of the vessel is assembled.
- (5) For this Marine Order, the number of persons that a vessel is certified to carry is taken to be the number of persons for whom life-saving appliances are provided as mentioned in the record of equipment annexed to the vessel's passenger ship safety certificate, cargo ship safety equipment certificate or certificate of survey.
- (6) A cargo vessel that is converted to a passenger vessel is taken to be a passenger vessel constructed on the date when the conversion commences.
- (7) If a vessel is certified in accordance with a code mentioned in *Marine Order 49 (High speed craft) 2009* or *Marine Order 50 (Special purpose vessels) 2012* or *Marine Order 55 (Vessels carrying industrial personnel) 2024*, and a provision of the code is inconsistent with a provision of this Marine Order, the vessel is taken to comply with this Marine Order if it complies with the code.

6 Application

This Marine Order applies to:

- (a) a regulated Australian vessel; and
- (b) other than Divisions 3 to 7 — a foreign vessel.

7 Exemptions — regulated Australian vessels

- (1) A requirement of this Marine Order does not apply in relation to a regulated Australian vessel if AMSA, under this section, exempts the vessel from the requirement.
- (2) An owner of a regulated Australian vessel may apply to AMSA, in accordance with the application process set out in Division 3 of *Marine Order 1*

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(Administration) 2013, for an exemption of the vessel from a requirement of this Marine Order.

- (3) AMSA may exempt the vessel only if satisfied that:
 - (a) compliance with the requirement would be unnecessary or unreasonable having regard to the vessel, its equipment and its intended voyage; and
 - (b) giving the exemption would not contravene SOLAS.
- (4) An exemption granted or continued under *Marine Order 25 (Equipment — lifesaving) 2014*, and in force immediately before this Marine Order came into force, is taken to have been granted or continued in force under this Marine Order.

Note *Marine Order 1 (Administration) 2013* deals with the following matters about exemptions:

- 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.

8 Equivalents — regulated Australian vessels

- (1) A requirement under this Marine Order, in relation to a regulated Australian vessel, is taken to be complied with if:
 - (a) AMSA, under this section, approves the use of an equivalent for the vessel in relation to the requirement; and
 - (b) the equivalent is used for the vessel in accordance with the approval.
- Note* For definitions of *equivalent* and *use* — see section 6 of *Marine Order 1 (Administration) 2013*.
- (2) An owner of a regulated Australian vessel may apply to AMSA, in accordance with the application process set out in Division 3 of *Marine Order 1 (Administration) 2013*, for approval to use an equivalent on a regulated Australian vessel.
- (3) AMSA may approve use of an equivalent only if satisfied that:
 - (a) use of the equivalent would be at least as effective as compliance with the requirement to which the equivalent is an alternative; and
 - (b) approving the use of the equivalent would not contravene SOLAS.

Note *Marine Order 1 (Administration) 2013* deals with the following matters about equivalents:

- 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.

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9 Transitional arrangements

- (1) An appliance, equipment or an arrangement approved under *Marine Orders Part 25, Issue 7* or *Marine Order 25 (Equipment — lifesaving) 2009*, and in service on a vessel immediately before the commencement of this Marine Order, is taken to have been approved under this Marine Order.
- (2) An appliance, equipment or an arrangement on a vessel constructed before 1 July 1998 that complied with *Marine Orders Part 25, Issue 3* is taken to comply with this Marine Order.
- (3) However, if an appliance, equipment or an arrangement is replaced or added to, subsection (1) applies only in the circumstances mentioned in section 13.

Division 2 Foreign vessels

10 Foreign vessels to which Chapter III applies

If Chapter III applies to a foreign vessel, it must comply with Chapter III other than regulations 8, 19, 27, 29, 30 and 37.

Note Chapter III incorporates requirements of the LSA Code. *Marine Order 21 (Safety and emergency arrangements) 2016* gives effect to regulations 8, 19, 27, 29, 30 and 37 of Chapter III for foreign vessels.

11 Foreign vessels to which Chapter III does not apply

A foreign vessel to which Chapter III does not apply must carry and comply with any certificate or other document that:

- (a) is issued by or for the administration of the country in which it is registered; and
- (b) deals with:
 - (i) life-saving equipment, appliances, arrangements or procedures; or
 - (ii) testing of the matters mentioned in subparagraph (i).

12 Foreign vessels — damage or alteration to equipment

Despite paragraph 6(b), sections 15 and 16 apply to a foreign vessel as if it were a regulated Australian vessel.

Division 3 Life-saving appliances and equipment requirements — general

13 Replacement of survival craft

- (1) This section applies to the replacement of:
 - (a) a survival craft, other than an inflatable liferaft; or
 - (b) a launching appliance for a survival craft mentioned in paragraph (a).
- (2) If an item mentioned in subsection (1) is replaced on a vessel, the replacement equipment is taken to comply with this Marine Order if it is:
 - (a) of the same make and model as the item replaced; and
 - (b) either:
 - (i) a survival craft mentioned in paragraph (1)(a) that is replaced without replacing its launching appliance; or

- (ii) a launching appliance mentioned in paragraph (1)(b) that is replaced without replacing its survival craft.

14 Additional appliances or equipment

Any appliance or equipment on the vessel that is not required by this Marine Order must comply with the requirements of this Marine Order that apply to the kind of appliance or equipment.

15 Damage to appliances or equipment

- (1) A person must not engage in conduct that:
 - (a) results in damage to:
 - (i) a life-saving appliance on the vessel; or
 - (ii) an item of the vessel's life-saving equipment; and
 - (b) is not proper use of the appliance or item of equipment.

Penalty: 50 penalty units.

Note For *engage in conduct* — see Criminal Code, s 4.1.

- (2) An offence against subsection (1) is a strict liability offence.
- (3) A person is liable to a civil penalty if the person contravenes subsection (1).

Civil penalty: 50 penalty units.

16 Alteration or defacement of labels or markings on appliances or equipment

- (1) A person must not engage in conduct that:
 - (a) results in the alteration or defacement of a label or marking on:
 - (i) a life-saving appliance on the vessel; or
 - (ii) an item of the vessel's life-saving equipment; and
 - (b) is not proper use of the appliance or item of equipment.

Penalty: 50 penalty units.

- (2) An offence against subsection (1) is a strict liability offence.
- (3) A person is liable to a civil penalty if the person contravenes subsection (1).

Civil penalty: 50 penalty units.

17 Systems for manufacture, service and repair

The owner of the vessel must ensure that life-saving appliances or equipment used on the vessel are manufactured, serviced and repaired in accordance with systems approved by an issuing body.

18 Certificate of approval

[SOLAS Chapter III-4]

- (1) An issuing body may issue a certificate of approval as evidence that a life-saving appliance, item of equipment or arrangement, or make or kind of appliance or equipment, has been approved under this Marine Order.
- (2) A certificate of approval:
 - (a) is in force until the date shown on the certificate; and

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- (b) may be renewed for a further period if the issuing body is satisfied that the appliance, item of equipment or arrangement, or make or kind of appliance or equipment, continues to comply with this Marine Order.
- (3) A certificate of approval may be revoked by an issuing body if AMSA is satisfied that the appliance, item of equipment or arrangement, or make or kind of appliance or equipment, no longer complies with this Marine Order.
- (4) An issuing body may approve a life-saving appliance, item of equipment or arrangement under this Marine Order only if it:
 - (a) complies with this Marine Order; or
 - (b) has passed:
 - (i) any tests that apply to it under IMO Resolution MSC.81(70) *Revised Recommendation on Testing of Life-Saving Appliances*, as amended from time to time; or
 - (ii) if it is of novel design — any tests that apply to it under IMO Resolution A.520(13) *Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Life-Saving Appliances and Arrangements*, as amended from time to time; or
 - (iii) tests substantially equivalent to those mentioned in subparagraphs (i) and (ii).
- (5) For an inflatable liferaft that is subject to extended service intervals:
 - (a) only AMSA may issue or renew a certificate of approval; and
 - (b) in addition to the requirements for approval mentioned in subsection (4), AMSA may approve arrangements related to inflatable liferaft servicing in accordance with IMO Circular MSC.1/Circ. 1328 *Guidelines for the approval of inflatable liferafts subject to extended service intervals not exceeding 30 months*, as amended from time to time.

19 Maintenance, testing, inspection and servicing of life-saving appliances

- (1) The owner or master of the vessel must ensure that the maintenance, testing, inspection and servicing of a life-saving appliance is carried out in accordance with regulation 20 of Chapter III.

Penalty: 50 penalty units.
- (2) An offence against subsection (1) is a strict liability offence.
- (3) A person is liable to a civil penalty if the person contravenes subsection (1).

Civil penalty: 50 penalty units.

20 Approval of servicing stations

- (1) The owner of a servicing station may apply to an issuing body for approval to service inflatable liferafts.
- (2) An issuing body may approve the servicing station if it complies with IMO Resolution A.761 (18), *Recommendation on conditions for the approval of servicing stations for inflatable liferafts*, as amended from time to time.
- (3) However, if the servicing station does not comply with IMO Resolution A.761 (18) only because it has not been accredited for servicing by a

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manufacturer of liferafts, AMSA may approve the servicing station if it considers that it is necessary in the circumstances.

- (4) An issuing body that approves a servicing station under this section may issue a servicing station certificate to the service provider for the servicing station.
- (5) The issue of a servicing station certificate is taken to be a decision to approve a servicing station under subsection (2).
- (6) The service provider to whom a servicing station certificate is issued must ensure that the following certificates are prominently displayed on the premises of the approved servicing station:
 - (a) the servicing station certificate;
 - (b) any certificates issued by the liferaft manufacturer in accordance with IMO Resolution A.761 (18), for persons trained in the repair and servicing of the liferafts.
- (7) It is a condition of approval of a servicing station that each liferaft it services must be serviced in accordance with IMO Resolution A.761 (18).

Division 4 Life-saving appliances and equipment requirements — cargo vessels at least 500 GT and for all passenger vessels

21 Application of Division 4

This Division applies to a vessel that is:

- (a) a passenger vessel; or
- (b) a cargo vessel that is at least 500 GT.

22 Vessels other than passenger vessels certified Class 1D or 1E

The owner or master of a vessel other than a passenger vessel mentioned in section 25 must ensure that the vessel complies with Chapter III other than regulations 8, 19, 27, 29, 30 and 37.

Note Chapter III incorporates requirements of the LSA Code. *Marine Order 21 (Safety and emergency arrangements) 2016* gives effect to regulations 8, 19, 27, 29, 30 and 37 of Chapter III for regulated Australian vessels.

23 Passenger vessels certified Class 1D or 1E

- (1) If a vessel is a passenger vessel that is certified as Class 1D or 1E, the owner or master of the vessel must ensure that the vessel has equipment that complies with:

- (a) subsection 7A of Part C of the NSCV if:
 - (i) the vessel was constructed after 30 September 2008; or
 - (ii) the vessel was constructed before 1 October 2008 and has been upgraded in service or is subject to initial survey; or
- (b) for a vessel not mentioned in paragraph (a) — the pre-2008 USL Code.

Penalty: 50 penalty units.

- (2) An offence against subsection (1) is a strict liability offence.
- (3) A person is liable to a civil penalty if the person contravenes subsection (1).

Civil penalty: 50 penalty units

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24 Additional requirements

The owner or master of the vessel must ensure that the requirements mentioned in Schedule 1 are met for the vessel.

Division 5 Life-saving appliances and equipment requirements — cargo vessels less than 500 GT

Subdivision 5.1 Cargo vessels <500GT certified as Class 2D or 2E

25 Application of Subdivision 5.1

This Subdivision applies to a vessel that is:

- (a) a cargo vessel less than 500 GT; and
- (b) certified as Class 2D or 2E.

26 Safety equipment

- (1) The owner or master of a vessel must ensure that the vessel has equipment that complies with:
 - (a) subsection 7A of Part C of the NSCV if:
 - (i) the vessel was constructed after 30 September 2008; or
 - (ii) the vessel was constructed before 1 October 2008 and has been upgraded in service or is subject to initial survey; or
 - (b) for a vessel not mentioned in paragraph (a) — the pre-2008 USL Code.
 Penalty: 50 penalty units.
- (2) An offence against subsection (1) is a strict liability offence.
- (3) A person is liable to a civil penalty if the person contravenes subsection (1).

Civil penalty: 50 penalty units.

Subdivision 5.2 Cargo vessels <500GT certified as Class 2C

27 Application of Subdivision 5.2

This Subdivision applies to a vessel that is:

- (a) a cargo vessel less than 500 GT; and
- (b) certified as Class 2C.

28 Survival craft and rescue boats

- (1) The vessel must comply with sections 31, 32 and 33 as if it were certified as Class 2A or 2B.
- (2) If the vessel is less than 25 m long it must:
 - (a) comply with section 34 as if it were certified as Class 2A or 2B; and
 - (b) have at least 1 liferaft that complies with Table 3 of subsection 7A of Part C of the NSCV.

29 Safety equipment

- (1) The owner or master of a vessel must ensure that the vessel has equipment that complies with:
 - (a) subsection 7A of Part C of the NSCV if:

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- (i) the vessel was constructed after 30 September 2008; or
- (ii) the vessel was constructed before 1 October 2008 and has been upgraded in service or is subject to initial survey; or
- (b) for a vessel not mentioned in paragraph (a) — the pre-2008 USL Code.

Penalty: 50 penalty units.

- (2) For subsection (1), equipment does not include survival craft and rescue boats.
- (3) An offence against subsection (1) is a strict liability offence.
- (4) A person is liable to a civil penalty if the person contravenes subsection (1).

Civil penalty: 50 penalty units.

Subdivision 5.3 Cargo vessels <500GT certified as Class 2A or 2B

30 Application of Subdivision 5.3

This Subdivision applies to a vessel that is a vessel:

- (a) a cargo vessel less than 500 GT; and
- (b) certified as Class 2A or 2B.

31 Survival craft and rescue boats — at least 85 m long

- (1) If a vessel is at least 85 m long, the owner or master of the vessel must comply with the requirements mentioned in subsection (2) or (3).
- (2) The vessel must carry:
 - (a) on each side of the vessel — at least 1 lifeboat with a total capacity of at least the number of persons that the vessel is certified to carry; and
 - (b) either:
 - (i) on each side of the vessel — at least 1 liferaft with a total capacity of at least half the number of persons that the vessel is certified to carry; or
 - (ii) at least 1 liferaft that has a total capacity of at least half the number of persons that the vessel is certified to carry and that is stowed to allow easy side-to-side transfer at a single open deck level.
- (3) The vessel must carry:
 - (a) at least 1 free-fall lifeboat that:
 - (i) complies with section 4.7 of the LSA Code; and
 - (ii) has a total capacity of at least the number of persons that the vessel is certified to carry; and
 - (b) on each side of the vessel — at least 1 inflatable or rigid liferaft that:
 - (i) complies with section 4.2 or 4.3 of the LSA Code; and
 - (ii) has a total capacity of at least the number of persons that the vessel is certified to carry; and
 - (iii) is served by a launching appliance.

32 Survival craft and rescue boats — vessels between 35 and 85 m long

- (1) If the vessel is at least 35 m but less than 85 m long, it must have 1 of the following:
 - (a) lifeboats and liferafts in accordance with section 31;

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- (b) both:
 - (i) liferafts in accordance with paragraph 31(3)(b); and
 - (ii) at least 1 lifeboat that has a total capacity of at least the number of persons that the vessel is certified to carry and that can be launched from either side of the vessel;
- (c) if the vessel is not an oil tanker, a chemical tanker or a gas carrier:
 - (i) a rescue boat; and
 - (ii) at least 2 liferafts with a total capacity of at least twice the number of persons that the vessel is certified to carry.

(2) For subparagraph (1)(c)(ii), a liferaft's capacity is:

- (a) if the liferaft's normal capacity is not more than the total number of persons that the vessel is certified to carry — the actual capacity of the liferaft; or
- (b) if the liferaft's normal capacity is greater than the total number of persons that the vessel is certified to carry — the total number of persons that the vessel is certified to carry.

33 Survival craft and rescue boats — vessels between 25 and 35 m long

- (1) If the vessel is at least 25 m but less than 35 m long, it must have 1 of the following:
 - (a) lifeboats, liferafts and rescue boats in accordance with section 34;
 - (b) a rescue boat and 1 of the following:
 - (i) on each side of the vessel — at least 1 liferaft with a total capacity of at least the number of persons that the vessel is certified to carry;
 - (ii) at least 1 liferaft that has a total capacity of at least the number of persons that the vessel is certified to carry and that is stowed to allow easy side-to-side transfer at a single open deck level;
 - (c) at least 2 liferafts with a total capacity of at least twice the number of persons that the vessel is certified to carry.
- (2) For paragraph (1)(c), a liferaft's capacity is determined in accordance with subsection 32(2).

34 Survival craft and rescue boats — vessels less than 25 m long

If a vessel is less than 25 m long, it must have 1 of the following:

- (a) on each side of the vessel — at least 1 liferaft with a total capacity of at least the number of persons that the vessel is certified to carry;
- (b) at least 1 liferaft that has a total capacity of at least the number of persons that the vessel is certified to carry and that is stowed to allow easy side-to-side transfer at a single open deck level.

35 Survival craft and rescue boats — oil tankers, chemical tankers and gas carriers

- (1) A lifeboat for a chemical tanker or gas carrier that is certified to carry cargoes emitting toxic vapours or gases must comply with section 4.8 of the LSA Code.

(2) A lifeboat for an oil tanker, a chemical tanker or gas carrier, certified to carry cargoes having a flash-point not exceeding 60°C (closed cup test) must comply with section 4.9 of the LSA Code.

36 Liferaft equipment

(1) The normal equipment of a liferaft mentioned in paragraph 4.1.5.1 of the LSA Code is varied as follows:

- (a) the first-aid outfit must comply with Schedule 2;
- (b) in addition to the requirement of an efficient radar reflector or search and rescue locating device mentioned in the LSA Code, the liferaft must also have an EPIRB that:
 - (i) is suitable for the operational area of the vessel; and
 - (ii) is registered with AMSA; and
 - (iii) meets:
 - (A) AS/NZS 4280.1:2022 *Global maritime distress and safety system (GMDSS) Part 1: Cospas-Sarsat EPIRB — Emergency position indicating radio beacon operating on 406 MHz — Operational and performance requirements, methods of testing and required test results (IEC 61097-2 (Ed.4.0) MOD)*, as amended from time to time; or
 - (B) another standard approved by AMSA.

Note 1 Depending on the vessel's intended area of operation, a Class 3, 406 MHz beacon as described in AS/NZS 4280.1:2022, as amended from time to time, may be suitable for a liferaft. A Class 3 beacon, however, is not suitable for use in temperatures below -20°C. Under section 7 of this Marine Order, AMSA may exempt a ship from the requirement that a liferaft carry an EPIRB. Serialised coding of EPIRBs is recommended.

Note 2 See AMSA's website at www.amsa.gov.au for information about how to register a 406 MHz EPIRB.

(2) For paragraph 4.1.5.2 of the LSA Code, a liferaft must be marked 'SOLAS A PACK' if it complies with the LSA Code as varied by subclause (1).

(3) If AMSA has exercised the discretion mentioned in paragraph 4.1.5.3 of the LSA Code to reduce the quantity of items of equipment carried in a liferaft on a passenger vessel engaged on voyages other than overseas voyages, and the liferaft otherwise complies with the LSA Code as varied by subclause (1), the liferaft must be marked as follows:

- (a) if the minimum equipment is carried — 'SOLAS B PACK';
- (b) if the equipment carried is more than the B Pack standard but less than the A Pack standard — 'SOLAS B+ PACK'.

37 Lifebuoys

A vessel mentioned in the following table must have the number and kind of lifebuoys mentioned in the table for the vessel.

Item	Vessel length	Lifebuoys
1	≥60 m long	<ul style="list-style-type: none"> (a) ≥8 lifebuoys, of which at least half must be fitted with self-igniting lights (b) ≥2 of the lifebuoys with self-igniting lights must also have self-activating smoke signals

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Item	Vessel length	Lifebuoys
2	≥ 45 m and < 60 m long	(c) of the lifebuoys without self-igniting lights, ≥ 2 must have buoyant lines (a) ≥ 6 lifebuoys, of which at least half must be fitted with self-igniting lights (b) ≥ 2 of the lifebuoys with self-igniting lights must also have self-activating smoke signals (c) of the lifebuoys without self-igniting lights, ≥ 2 must have buoyant lines
3	≥ 25 m and < 45 m long	≥ 4 lifebuoys, of which ≥ 2 must be fitted with self-igniting lights and ≥ 2 with buoyant lines
4	≥ 15 m and < 25 m long	≥ 2 lifebuoys, of which ≥ 1 must be fitted with self-igniting lights and ≥ 1 with buoyant lines
5	< 15 m long	≥ 1 lifebuoy that is fitted with a self-igniting light

38 Lifejackets

- (1) The vessel must carry:
 - (a) a lifejacket for each person that the vessel is certified to carry, including a suitable lifejacket for each person aboard the vessel who weighs less than 32 kg; and
 - (b) a sufficient number of lifejackets stowed in working spaces for the use of seafarers who may be required to remain on duty in those spaces.
- (2) A lifejacket for an adult must:
 - (a) be designed to fit a person weighing up to 140 kg and with a chest measurement of at least 1 750 mm; or
 - (b) have available suitable accessories to enable its use by that person.

39 Immersion suits and anti-exposure suits

If the vessel enters an operational area that has an average monthly sea water temperature of not more than 15°C, each person assigned to a rescue boat must be provided with an appropriately sized:

- (a) immersion suit that complies with section 2.3 of the LSA Code; and
- (b) anti-exposure suit that complies with section 2.4 of the LSA Code.

40 Line-throwing appliances

A line-throwing appliance must be carried in a vessel that is at least 45 m long.

41 Distress signals

- (1) If a vessel is at least 25 m long, it must carry at least 12 rocket parachute flares.
- (2) If a vessel is less than 25 m long, it must carry:
 - (a) at least 12 rocket parachute flares; or
 - (b) all of the following distress signals:
 - (i) 6 rocket parachute flares;
 - (ii) 4 hand flares;

- (iii) 2 buoyant smoke signals.

42 Alarm signal

If a vessel is at least 25 m long, it must have an alarm signal for summoning the seafarers to muster stations if efficient mustering cannot be carried out by voice.

43 Emergency electrical installation

- (1) If a vessel is at least 50 m long, it must have, in addition to the main generating set, a self-contained electrical installation capable of simultaneously operating emergency lighting, alarm signals, navigation lights and communication equipment.
- (2) The installation must be capable of continuous operation:
 - (a) for a vessel that is less than 125 m long — for at least 3 hours; or
 - (b) for a vessel that is at least 125 m long — for at least 6 hours.
- (3) If the vessel is less than 50 m long, it must have:
 - (a) for each seafarer — an electric torch or hand lamp; and
 - (b) an emergency installation capable of operating for at least 3 hours all of the following:
 - (i) navigation lights that are solely electric;
 - (ii) signalling lamps that are normally operated from the main electrical power source;
 - (iii) communication equipment.
- (4) The emergency installation may be the vessel's starting batteries if they are in a location approved by an issuing body.

44 Life-saving signals

The vessel must have a copy on waterproof card or in a waterproof container of the life-saving signals mentioned in the *Table of Life-saving Signals* in Appendix 3 to the latest edition of the *International Code of Signals*, published by the IMO.

45 Stowage, launching and recovery arrangements

Arrangements for stowage, launching and recovery of survival craft and rescue boats on the vessel must comply with the regulations in Chapter III that apply to the vessel.

46 Approval, testing, servicing and maintenance

- (1) A life-saving appliance or arrangement mentioned in sections 31 to 45, including an arrangement for testing, may be used for the vessel only if it is approved by an issuing body.
- (2) Servicing and maintenance of a life-saving appliance or arrangement mentioned in sections 31 to 45 must be carried out in accordance with Chapter III or other approved equivalent standards, or manufacturer's specifications.

47 Communications

If a vessel is a cargo vessel of less than 300 GT, or a cargo vessel of at least 300 GT not on an overseas voyage, it must carry at least 1 two-way VHF radiotelephone and 1 search and rescue locating device.

Division 6 Fishing vessels**48 Requirements for fishing vessels at least 500 GT**

A fishing vessel must meet the equipment requirements mentioned in section 22 for a cargo vessel of an equivalent size if the vessel is:

- (a) at least 500 GT; and
- (b) certified to be a Class 3A vessel under the NSCV.

49 Requirements for fishing vessels less than 500 GT

A fishing vessel must meet the equipment requirements mentioned in sections 31 to 47 for a cargo vessel of an equivalent size if the vessel is:

- (a) less than 500 GT; and
- (b) certified to be a Class 3A vessel under the NSCV.

Division 7 Recovery of persons from the water**50 Recovery of persons from the water**

[SOLAS, Chapter III, regulation 17-1]

- (1) This section applies to a vessel to which section 23, Division 5 or Division 6 applies.
- (2) The owner or master of the vessel must ensure that the vessel complies with regulation 17-1 of Chapter III for plans and procedures for the recovery of a person from the water.

Penalty: 50 penalty units.

- (3) For a vessel constructed before 1 July 2014, subsection (2) applies from the earlier of:
 - (a) the date when a renewal survey for a certificate of survey is required; or
 - (b) the date when a periodic survey for a certificate of survey is required.
- (4) An offence against subsection (2) is a strict liability offence.
- (5) A person is liable to a civil penalty if the person contravenes subsection (2).

Civil penalty: 50 penalty units.

Note For a vessel to which Division 4, other than section 23, applies — see section 22.

Schedule 1 Additional requirements for cargo vessels at least 500GT and for all passenger vessels

(section 24)

Division 1 Narcotic drugs and goods for therapeutic use

1 Narcotic drugs

- (1) A vessel must carry narcotic drugs for use in survival craft as follows:
 - (a) for a vessel certified to carry up to 15 persons — at least 1 pack;
 - (b) for any other vessel — at least 2 packs.
- (2) For subclause (1), a pack must contain:
 - (a) 5 doses of morphine sulphate injection 15 mg, each in a 1 ml disposable syringe pack; or
 - (b) 5 doses of morphine sulphate injection 15 mg, each in a 1 ml ampoule, with 5 sterile disposable syringes, complete with needles, per ampoule; or
 - (c) 6 doses of Omnopon Tubunic 30 mg (equivalent to anhydrous morphine 15 mg).
- (3) The narcotic drugs must:
 - (a) be ready to transfer to lifeboats or liferafts if there is an emergency; and
 - (b) be stowed in:
 - (i) the locked inner cupboard of the vessel's medical cabinet; or
 - (ii) a secure location in the wheelhouse or normal navigating position.

2 Goods for therapeutic use

Any articles in a first-aid outfit, or narcotic drugs carried on a vessel for use on survival craft, that are goods for therapeutic use for the *Therapeutic Goods Act 1989* must comply with the standards that apply to the goods under that Act.

Division 2 Requirements for regulations under Chapter III

3 Immersion suits, anti-exposure suits and thermal protective aids

[SOLAS, Chapter III, regulations 7.3, 22.4 and 32.3]

For regulations 7.3, 22.4. and 32.3 of Chapter III, a vessel need not carry immersion suits, anti-exposure suits or thermal protective aids if the vessel is engaged on voyages only in areas where the average monthly sea water temperature is more than 15°C.

4 Requirements for remotely located survival craft

[SOLAS, Chapter III, regulation 31.1.4]

- (1) If a liferaft is provided in accordance with regulation 31.1.4 of Chapter III, the liferaft is taken to be a remotely located survival craft for regulation 7.2.1.4 of Chapter III.
- (2) A remotely located survival craft must be stowed with:
 - (a) at least 2 lifejackets and 2 immersion suits; and

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- (b) fixed or portable illumination that:
 - (i) complies with regulation 16.7 of Chapter III; and
 - (ii) is capable of illuminating the liferaft stowage position and the area of water into which the liferaft is to be launched; and
 - (iii) if portable — has brackets so that it can be positioned on either side of the vessel; and
- (c) a means of embarkation, approved by an issuing body, that provides for controlled descent to the water in accordance with regulation 11.7 of Chapter III.

Note A ladder may be approved by the issuing body if it is made of materials containing wood or aluminium and the material has been accepted by a recognised organisation.

5 Stowage of rescue boats

[SOLAS, Chapter III, regulation 14]

A rescue boat may be stowed on the tank deck of a tanker only if AMSA is satisfied that:

- (a) the rescue boat is stowed as far as practicable away from any hazardous area; and
- (b) the rescue boat is powered by a diesel engine; and
- (c) there is a gas detection system at the stowage position; and
- (d) the installation is intrinsically safe.

6 Servicing of search and rescue locating devices and EPIRBs in liferafts

- (1) This section applies to a search and rescue locating device or an EPIRB that:
 - (a) is in a liferaft; and
 - (b) is part of the equipment of the liferaft.
- (2) When the liferaft is serviced, any search and rescue locating device or EPIRB must:
 - (a) be inspected and tested in accordance with the instructions of the manufacturer; and
 - (b) if the instructions of the manufacturer require it — have its battery replaced.
- (3) However, if the expiry date of the battery is any time before the next liferaft service is due, it must be replaced at the time of the current service.

Note 1 There is more information about the testing of EPIRBs in IMO circulars MSC/Circ.1040 *Guidelines on annual testing of 406 MHz satellite EPIRBs* and MSC/Circ.1039 *Guidelines for shore-based maintenance of satellite EPIRBs*, as amended from time to time.

Note 2 The IEC testing standards for radar SART is *IEC 61097-1 Ed. 2.0 (English 2007): Global maritime distress and safety system (GMDSS) - Part 1: Radar transponder - Marine search and rescue (SART) - Operational and performance requirements, methods of testing and required test results*.

Note 3 The IEC testing standards for AIS-SART is *IEC 61097-14 Ed. 1.0 (English 2010): Global maritime distress and safety system (GMDSS) - Part 14: AIS search and rescue transmitter (AIS-SART) - Operational and performance requirements, methods of testing and required test results*.

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Note 4 The testing standards for radar reflectors are *ISO 8729-1:2010: Ships and marine technology - Marine radar reflectors - Part 1: Passive type* and *ISO 8729-2:2009 Ships and marine technology - Marine radar reflectors - Part 2: Active type*.

7 Lifejackets

[SOLAS, Chapter III, regulation 32]

- (1) In addition to the lifejackets required by regulation 7 of Chapter III, a cargo vessel must carry another lifejacket for each person that the vessel is certified to carry.
- (2) The additional lifejackets required by subclause (1) may be used to comply with regulation 7.2.1.4 of Chapter III.
- (3) Any additional lifejackets mentioned in subclause (1) that are not required to comply with regulation 7.2.1.4 of Chapter III must be kept in a locker that is:
 - (a) float-free; and
 - (b) accessible quickly and easily; and
 - (c) protected from weather and fire; and
 - (d) easily identified by seafarers in an emergency.

Division 3 Requirements of the LSA Code

8 Lifejackets

[LSA Code, paragraph 2.2]

- (1) If lifejackets requiring different methods of adjustment are carried on the vessel, no more than 2 types of lifejacket may be carried.
- (2) If 2 kinds of lifejacket are carried, illustrated directions for donning the lifejackets must be placed near the stowage position for each kind of lifejacket.

9 Liferaft equipment

[LSA Code, paragraph 4.1.5]

- (1) The normal equipment of a liferaft mentioned in paragraph 4.1.5.1 of the LSA Code is varied as follows:
 - (a) the first-aid outfit must comply with Schedule 2;
 - (b) in addition to the requirement of an efficient radar reflector or search and rescue locating device mentioned in the LSA Code, the liferaft must also have an EPIRB that:
 - (i) is suitable for the operational area of the vessel; and
 - (ii) is registered with AMSA; and
 - (iii) meets:
 - (A) *AS/NZS 4280.1:2022 Global maritime distress and safety system (GMDSS) Part 1: Cospas-Sarsat EPIRB — Emergency position indicating radio beacon operating on 406 MHz — Operational and performance requirements, methods of testing and required test results (IEC 61097-2 (Ed.4.0) MOD)*, as amended from time to time; or
 - (B) another standard approved by AMSA.

Note 1 Depending on the vessel's intended area of operation, a Class 3, 406 MHz beacon as described in AS/NZS 4280.1:2022, as amended from time to time, may be suitable for a liferaft. A Class 3 beacon, however, is not suitable for use in temperatures below -20°C. Under section 7

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of this Marine Order, AMSA may exempt a ship from the requirement that a liferaft carry an EPIRB. Serialised coding of EPIRBs is recommended.

Note 2 See AMSA's website at www.amsa.gov.au for information about how to register a 406 MHz EPIRB.

- (2) For paragraph 4.1.5.2 of the LSA Code, a liferaft must be marked 'SOLAS A PACK' if it complies with the LSA Code as varied by subclause (1).
- (3) If AMSA has exercised the discretion mentioned in paragraph 4.1.5.3 of the LSA Code to reduce the quantity of items of equipment carried in a liferaft on a passenger vessel engaged on voyages other than overseas voyages, and the liferaft otherwise complies with the LSA Code as varied by subclause (1), the liferaft must be marked as follows:
 - (a) if the minimum equipment is carried — 'SOLAS B PACK';
 - (b) if the equipment carried is more than the B Pack standard but less than the A Pack standard — 'SOLAS B+ PACK'.

10 Lifeboat propulsion

[LSA Code, paragraph 4.4.6]

The battery for a lifeboat must have a casing that:

- (a) forms a watertight enclosure around the bottom and sides of the battery; and
- (b) has a tight fitting top which provides for gas venting.

11 Lifeboat equipment

[LSA Code, paragraph 4.4.8]

The normal equipment of a lifeboat mentioned in paragraph 4.4.8 of the LSA Code is varied as follows:

- (a) a compass must comply with clause 4.6 of ISO 18813:2022: *Ships and marine technology—Survival equipment for survival craft and rescue boats* or an equivalent international standard approved by AMSA;
- (b) a sea-anchor, whether installed or spare, must comply with ISO 17339:2018: *Ships and marine technology—Life saving and fire protection—Sea anchors for survival craft and rescue boats* or an equivalent international standard approved by AMSA;
- (c) the first-aid outfit must comply with Schedule 2;
- (d) the manual pump required for bailing must comply with clause 4.3 of ISO 18813:2022 or an equivalent international standard approved by AMSA;
- (e) a motor lifeboat must carry 2 portable fire extinguishers suitable for extinguishing oil fires that are approved by an issuing body.

12 Rescue boat equipment

[LSA Code, paragraph 5.1.2]

AMSA may approve a search and rescue locating device that is stowed in a rescue boat as an equivalent to an efficient radar reflector mentioned in paragraph 5.1.2.2 of the LSA Code if the device complies with IMO Resolution A.802 (19) *Performance Standards for survival craft radar transponders for use in search and rescue operations*, as amended from time to time.

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13 Launching and embarkation appliances

[LSA Code, paragraph 6.1.2]

For paragraph 6.1.2 of the LSA Code, the maximum lowering speed of a fully loaded survival craft or rescue boat is:

- (a) 1.3 m per second; or
- (b) another speed that AMSA considers reasonable, taking account of:
 - (i) the design of the survival craft or rescue boat; and
 - (ii) the protection of its occupants from excessive forces; and
 - (iii) the strength of the launching arrangements taking into account inertia forces during an emergency stop.

14 General alarm and public address system

[LSA Code, paragraph 7.2]

In addition to meeting the requirements of paragraph 7.2.1 of the LSA Code, the general emergency alarm required by regulation 6.4.2 of Chapter III must also comply with IMO Resolution A.1021(26): *Code on Alarms and Indicators 2009*, as amended from time to time.

15 Visibility of colours

A requirement in the LSA Code to use a *highly visible colour* may be met by using 1 of the following colours listed in AS 2700—2011 *Colour standards for general purposes*:

- (a) X 15: orange;
- (b) R 11: international orange;
- (c) R 12: scarlet.

Schedule 2 First aid outfit requirements

(paragraph 36(1)(a) and paragraphs 9(1)(a) and 11(c) of Schedule 1)

1 Contents

(1) The contents of, and instructions for, the first-aid outfit must be adequate to treat most conditions likely to be encountered during emergencies at sea including severe wounds, pain, shock, burns, fractures, immersion foot and semi-drowning.

Note See clause 3 for guidance on recommended minimum quantities of medicine and equipment.

(2) The contents of the first-aid outfit must be maintained within their use-by date, taking into account servicing arrangements.

2 Container

A container used for the first-aid outfit must meet the following requirements:

- (a) be fit for the purpose intended;
- (b) be waterproof and rustproof;
- (c) be sealed to indicate that the contents are intact;
- (d) be indelibly marked on the outside with:
 - (i) the words 'FIRST AID KIT'; and
 - (ii) the supplier's name and contact details.

3 Quantities of medicine and equipment

The first-aid outfit must include at least each of the following items of medicine and equipment in the quantities mentioned:

- (a) 4 standard dressings No.14 (medium), measuring approximately 15 cm by 10 cm;
- (b) 4 standard dressings No.15 (large), measuring approximately 15 cm by 20 cm;
- (c) 6 triangular bandages, with sides measuring approximately 1 m;
- (d) 10 open weave bandages, measuring approximately 7.5 cm by 5 m (paper bandages are not acceptable);
- (e) A self adhesive waterproof dressing of at least 1 m length by 60 mm width or an equivalent alternative treatment;
- (f) 10 paraffin gauze dressings for burns, individually wrapped, measuring approximately 10 cm by 10 cm;
- (g) 3 units of 30 ml applications each of antiseptic liquid (Centrimide solution, 0.5%), clearly marked 'NOT FOR USE ON EYES';
- (h) 50 units of 500 mg analgesic tablets (e.g. Paracetamol);
- (i) 1 pair of rustless, stainless metal scissors measuring at least 10 cm with a sharp and a blunt point;
- (j) 1 pair of tweezers for removing foreign objects;
- (k) 12 rustless stainless metal safety pins of assorted sizes;
- (l) 1 small packet of silica gel;

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- (m) 3 units of 30 ml applications each of 0.9% sodium chloride solution (for irrigating eyes);
- (n) 10 small antiseptic cleaning wipes;
- (o) 1 mouldable wire splint approximately 10 cm by 60 cm;
- (p) Simple first-aid instructions, including instructions:
 - (i) for the use of the outfit's contents and narcotic drugs, printed on a durable surface, in English; and
 - (b) with the words: 'Silica gel is included as a drying agent – do not remove – not to be taken';
- (q) 1 resuscitation shield;
- (r) 5 pairs of disposable gloves.

Note

1. All legislative instruments and compilations of legislative instruments are registered on the Federal Register of Legislation under the *Legislation Act 2003*. See www.legislation.gov.au.

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