



**Australian Government**  
**Australian Maritime Safety Authority**

AMSA EX40

**Marine Safety (Class C restricted operations) Exemption 2018 (No. 2)**

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I, Gary Prosser, Acting Chief Executive Officer of the Australian Maritime Safety Authority (the National Marine Safety Regulator under section 9 of the *Marine Safety (Domestic Commercial Vessel) National Law*), make this instrument under subsection 143(1) of the *Marine Safety (Domestic Commercial Vessel) National Law*.

30 November 2018

**Gary Prosser**  
Acting Chief Executive Officer

**1 Name of instrument**

This instrument is *Marine Safety (Class C restricted operations) Exemption 2018 (No. 2)*.

**2 Duration**

This instrument commences 1 January 2019 and ceases to have effect at the end of 30 June 2020.

**3 Repeal and transitional matters**

- (1) *Marine Safety (Class C restricted operations) Exemption 2018* made on 7 June 2018 is repealed.
- (2) However, an approval issued under either of the following exemptions continues in effect as if the instrument under which it was issued had not been repealed:
  - (a) *Marine Safety (Class C restricted operations) Exemption 2017* in effect on 30 June 2018; or
  - (b) *Marine Safety (Class C restricted operations) Exemption 2018* in effect on 1 July 2018.

**4 Definitions — dictionary**

A definition in the dictionary applies to each use of the word or expression in this instrument.

*Note* The dictionary is located at the end of the instrument.

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## 5 Interpretation

In this instrument, a reference to a standard means the standard existing from time to time.

## 6 Exemption

- (1) A domestic commercial vessel is exempt from the requirement to have a certificate of survey for sections 43 and 44 of the *Marine Safety (Domestic Commercial Vessel) National Law* if:
- (a) the vessel is <12 m long; and
  - (b) the vessel is a non-passenger vessel (Class 2 vessel) or a fishing vessel (Class 3 vessel) under NSCV Part B; and
  - (c) the vessel operates only in any of the following operational areas:
    - (i) that part of operational area C determined by the National Regulator;
    - (ii) operational area D;
    - (iii) operational area E; and
  - (d) the vessel had undergone an initial survey that demonstrates that the vessel meets the requirements mentioned in Divisions 2 to 4 of Schedule 1; and
  - (e) an application for approval, accompanied by the prescribed fee, is made to the National Regulator; and
  - (f) the vessel is approved by the National Regulator; and
  - (g) the owner notifies the National Regulator of any change relevant to the approval of the vessel, including:
    - (i) transfer of ownership; and
    - (ii) change of name and address of the owner; and
    - (iii) any alterations to the vessel or changes to the vessel's operation that may invalidate the vessel's approval or ability to operate under this exemption.

### *Examples*

1 The vessel is altered in such a way that it needs to be reassessed for compliance with the applicable standard.

2 The owner wishes to add a new service category to the vessel's operations.

*Note for paragraph (c)(i)* For the part of operational area C determined by the National Regulator — see the AMSA website at <http://www.amsa.gov.au>.

*Note for paragraph (e)* For the form of application and how it will be processed, contact the National Regulator. For the prescribed fee — see the *Marine Safety (Domestic Commercial Vessel) National Law Regulation 2013*.

- (2) The National Regulator may vary or revoke an approval.

## 7 Conditions

- (1) The exemption is subject to the conditions mentioned in Schedule 1.
- (2) The National Regulator may make the approval subject to further conditions.
- (3) The National Regulator may vary a condition mentioned in subsection (2).

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- (4) The exemption no longer applies to the vessel if the conditions in Schedule 1 or any further conditions imposed by the National Regulator under subsection (2) are not being met.

*Note* Section 144 of the national law provides that an owner of a vessel commits an offence if the owner breaches, or causes or permits another person to breach, a condition of the exemption.

## **Schedule 1 Conditions**

(section 7)

### **Division 1 Operations**

#### **1.1 Operational requirements**

- (1) The vessel must not:
- (a) carry passengers; or
  - (b) carry dangerous goods; or
  - (c) have installed a net reel, crane, lifting device or deck load, the use of which is likely to adversely affect the stability or watertight integrity of the vessel; or
  - (d) be a support vessel in the offshore oil industry; or
  - (e) be set up for towage operations; or
  - (f) have an inboard engine which operates on fuel that has a flashpoint of less than 60°C; or
  - (g) be a landing barge that is of a design or for a use that the National Regulator has determined is likely to adversely affect its stability; or
  - (h) have berthed accommodation; or
  - (i) be a sail vessel.
- (2) For paragraph 1(c), a net reel, crane, lifting device or deck load installed on the vessel adversely affects the stability or watertight integrity of the vessel if it is capable of:
- (a) generating a heeling moment that may endanger or capsize the vessel; or
  - (b) creating a loading condition that exceeds the maximum loading for the vessel.
- (3) A marine surveyor accredited in stability approval or a Recognised Organisation must verify the calculation of the heeling moment or maximum loading for the vessel as part of the initial survey required under Division 4.
- Note* The heeling moment may be calculated using the lesser of:
- (a) the force the device or load is able to generate; and
  - (b) the breaking strain of any weak links or safety reliefs.
- (4) The vessel may:
- (a) carry up to 12 persons who are either crew, including the master, or special personnel, if operating:

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- (i) within 5 nm from a shore base that is also within restricted C operational areas; or
  - (ii) within D or E operational areas; and
  - (b) carry up to 6 persons who are either crew, including the master, or special personnel, if operating:
    - (i) within 15 nm from the shore that is also within restricted C operational areas; or
    - (ii) within D and E operational areas; and
  - (c) carry up to 3 persons who are either crew, including the master, or special personnel, if the vessel is operating within restricted C, D or E operational areas.

## **Division 2 Design and construction requirements**

### **2.1 Design and construction to be fit for purpose**

The vessel must be designed and constructed so that it is fit for the purpose for which the vessel is intended by the owner, to the satisfaction of the person who surveys the vessel under subclause 4.1.

### **2.2 Vessel flotation**

The vessel must comply with section 10.3 of NSCV Part F2.

### **2.3 Stability requirements**

The vessel must have stability characteristics so that it is fit for the purpose for which the vessel is intended by the owner, to the satisfaction of the person who inspects the vessel under subclause 4.1.

### **2.4 Load capacity**

The vessel must not exceed the load capacity that applies to the vessel in any of the following standards that applies to a vessel of its kind:

- (a) *ABYC Standards and Technical Information Reports for Small Craft H-5 Boat Load Capacity*;
- (b) *AS 1799-2009 Small craft Part 1: General requirements for power boats*;
- (c) *ISO 6185 Parts 1 to 4 — Inflatable boats*;
- (d) *ISO 14946:2001 — Small craft - Maximum load capacity*.

### **2.5 Machinery — bilge pumps**

- (1) The vessel must have a bilge pump that can drain all bilges or closed under floor compartments other than airtight void spaces or spaces filled to more than 90% volume with low density floatation.
- (2) For an open vessel, the bilge system must be able to operate and be protected from damage when the vessel is swamped.
- (3) A bailer may be used instead of a bilge pump on vessels that are <5 m long.

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## 2.6 Machinery — fuel tanks, pipes etc

- (1) A fuel tank must comply with clause 4.7 of NSCV Subsection C5A.
- (2) Fuel piping for any non-portable fuel tank must be of seamless, heavy gauge metal.
- (3) However, a flexible fuel line may be used:
  - (a) in accordance with clause 4.7.1.5 of NSCV Subsection C5A; and
  - (b) between the fuel shut-off valve or cock and the main engine.
- (4) If a flexible fuel line is used, it must:
  - (a) comply with:
    - (i) the requirements for type A1 mentioned in ISO 7840:2013 *Small craft — Fire-resistant fuel hoses*; or
    - (ii) the requirements for type A mentioned in SAE J1527: *Marine fuel hoses*; and
  - (b) be securely installed to avoid chafing and allow regular inspection.
- (5) However, a flexible fuel line from the fuel filter to the outboard engine that is supplied by the engine manufacturer need not comply with the standards mentioned in paragraph 4(a).
- (6) A fuel filter must be positioned:
  - (a) after the shutoff; and
  - (b) externally on the vessel.
- (7) Any shafting fitted must comply with either of the following standards or with a standard determined by the National Regulator to be equivalent to either standard:
  - (a) *ABYC Standards and Technical Information Reports for Small Craft, P-6 (ANS) Propeller Shafting Systems*, July 2010;
  - (b) NSCV Subsection C5A.

## 2.7 Propulsion power

The vessel must not have propulsion power more than the limit for the vessel set by any of the following standards:

- (a) *ABYC Standards and Technical Information Reports for Small Craft*;
- (b) AS 1799-2009 *General Requirements for Power Boats*;
- (c) ISO 6185 Parts 1 to 4 *Inflatable boats*;
- (d) ISO 11592:2001: *Small craft less than 8 m length of hull — Determination of maximum propulsion power rating*.

## 2.8 Electrical

The vessel must comply with NSCV Subsection C5B.

## 2.9 Vision and window light transmission

The vessel must comply with the requirements for field of vision, windows and decks of AS 1799.1 — 2009 *Small craft Part 1: General requirements for power boats*.

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## 2.10 Watertight and weathertight integrity

- (1) Penetration fittings through the hull of the vessel must comply with:
  - (a) NSCV Subsection C5A; or
  - (b) ISO 9093-1:1994 *Small craft — Seacocks and through-hull fittings — Part 1: Metallic*.
- (2) Any deck opening that may be open during fishing or other operations carried out at sea must be arranged near to the centreline.
- (3) Any sea inlet must be fitted with a valve in an easily accessible position at the hull side.
- (4) Any penetration through the hull that is not a sea inlet below the loaded waterline must be fitted with a non-return valve at the hull side.
- (5) Any scupper or discharge pipe that passes through the side of the vessel must be fitted with a valve or cock in an easily accessible position against the vessel's side, unless:
  - (a) a bilge alarm is fitted and other means are provided to stop the entry of water that are to the satisfaction of the person who surveys the vessel under subclause 4.1; or
  - (b) the discharge is  $\leq 50$  mm internal diameter, the lowest point of which is  $\geq 225$  mm above the deepest load waterline.
- (6) However, any waste or soil discharge  $> 50$  mm internal diameter from a space above the freeboard deck that is led through the vessel's side  $\geq 225$  mm above the designed load waterline may be fitted with an automatic non-return valve instead of a valve or cock.
- (7) For this clause, a valve must be:
  - (a) made of steel or material of an equivalent strength and robustness; and
  - (b) if possible — attached direct to the hull.

## 2.11 Steering systems

- (1) The vessel's steering equipment must be fit for the purpose for which the vessel is intended by the owner, to the satisfaction of the person who surveys the vessel under subclause 4.1.
- (2) A vessel  $\geq 7.5$  m long must have an emergency means of steering.

## Division 3 Equipment requirements

### 3.1 Safety equipment

- (1) All equipment carried must comply with the specification, installation and servicing requirements of NSCV Subsection F2.
- (2) The vessel must carry the following, unless the National Regulator approves otherwise in writing:
  - (a) a level 150 lifejacket with a whistle and light for each of the maximum number of persons the vessel is permitted to carry;
  - (b) a buoyant appliance with 30 m of 8 mm rope attached and with a self-igniting light;

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- (c) 2 red hand flares;
  - (d) an orange hand-held smoke signal;
  - (e) 3 parachute distress rockets;
  - (f) a battery-operated signalling torch;
  - (g) a V sheet marine distress signal;
  - (h) a first aid kit in accordance with workplace health and safety requirements;
  - (i) at least 2 litres of emergency drinking water for each person on board.

*Note 1 for paragraph (b)* If a vessel carries at least 1 lifebuoy the vessel satisfies paragraph (b).

*Note 2 for paragraph (b)* If a vessel carries a lifebuoy with line attached as part of option 3, section 10.3 of NSCV Subsection F2, the vessel satisfies paragraph (b).

*Note 3 for paragraph (b)* Examples of buoyant appliances are horse shoe life rings, rescue buoys and rescue tubes. These buoyant appliances must comply with item 3 of table 11 of NSCV Part F2.

### **3.2 Fire equipment**

- (1) A vessel that carries fuel or a battery or that has on it a gas installation or fuel stove must carry the kind and quantity of fire extinguisher mentioned in AS 1799.1.

*Example* AS 1799.1 requires that a vessel that uses petrol and has tanks of a capacity greater than 25 l to carry at least one extinguisher of a rating not less than 20B.

- (2) Each fire extinguisher must:
  - (a) comply with AS/NZS 1841:1:2007 *Portable fire extinguishers — general requirements*; and
  - (b) be serviced in accordance with AS/NZS 1851:2012 *Routine service of fire protection systems and equipment*.
- (3) A vessel that has a main engine that has an engine power of >120 kw and is located in an enclosed space must have a means of smothering fire in the space, including remote fuel shut-offs and ventilation closing devices.

### **3.3 Navigation equipment**

- (1) The vessel must carry:
  - (a) a sound signal (horn), and, if the horn is portable, a spare canister; and
  - (b) a magnetic compass that:
    - (i) complies with NSCV Subsection C7C other than the compass adjustment requirements; and
    - (ii) has a magnetic compass card with diameter  $\geq 75$  mm; and
  - (c) nautical charts of the area of operation (including charts in electronic form), of a suitable scale and properly corrected at the time of sailing; and
  - (d) if the vessel is  $\geq 7$  m long — a black ball day shape signal at least 300 mm in diameter.

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- (2) Any navigation lights must be fitted in accordance with, and comply with, NSCV Subsection C7C.
  - (3) If navigation lights are not fitted, the vessel may operate only:
    - (a) in daylight hours; and
    - (b) if there is no restricted visibility.

### **3.4 Communications equipment**

The vessel must comply with NSCV Subsection C7B.

*Note* The NSCV provides that, from 1 January 2021, certain kinds of vessels must carry a class 2 EPIRB fitted in a category 1 bracket. The EPIRB also needs to be registered with AMSA.

### **3.5 Other equipment**

The vessel must have:

- (a) an anchor and cable that complies with NSCV Subsection C7D; and
- (b) a 9 litre robust bucket with a lanyard attached; and
- (c) if the vessel is <5 m long — 2 oars.

## **Division 4 Other requirements**

### **4.1 Survey requirements and reports**

- (1) The vessel must undergo:
  - (a) an initial survey; and
  - (b) an in and out of water periodic survey, conducted within the 3 months before or the 3 months after each 5<sup>th</sup> anniversary of the vessel's approval.
- (2) The initial and periodic surveys:
  - (a) must be conducted by:
    - (i) a recognised organisation; or
    - (ii) an accredited marine surveyor who is accredited in the categories identified in, and to perform the survey tasks permitted by, Chapter 7 of Part 2 of the National Law – Marine Surveyors Accreditation Guidance Manual; and
  - (b) must comprise a physical survey of the vessel; and
  - (c) may include testing of the vessel or its equipment unless the surveyor considers it appropriate to rely instead upon documentation; and
  - (d) must survey the items, and in the manner, mentioned in Chapter 7 of Part 2 of the National Law – Marine Surveyors Accreditation Guidance Manual 2014.

*Examples of documentation for paragraph (c)*

- CE certification
  - National Marine Manufacturers Association (NMMA) certification
  - SOLAS certification for safety equipment.
- (3) The initial and periodic surveys must show that the vessel complies with Divisions 2 and 3 of this Schedule.



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- (4) After a survey of the vessel, the owner must ensure that the National Regulator is provided a report setting out the condition of the vessel and the extent of its compliance with the requirements of this exemption.

## Dictionary

(section 4)

**accredited marine surveyor** means a person who is accredited under section 24 of the *Marine Safety (Domestic Commercial Vessel) National Law Regulation 2013*.

**category 1 bracket** means a bracket for a class 2 EPIRB that is designed to automatically deploy the EPIRB when submerged at depth.

**class 2 EPIRB** means an EPIRB that has a manual and water activation switch.

**crew** has the same meaning as in NSCV Part B.

**dangerous goods** has the same meaning as in NSCV Part C4.

**EPIRB** means emergency position indicating radio beacon.

**landing barge** has the same meaning as in *Marine Order 503 (Certificates of survey — national law) 2018*.

**long**, for a vessel, means the measured length of the vessel calculated in accordance with NSCV Part B.

**Marine Safety (Domestic Commercial Vessel) National Law** — see Schedule 1 to the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012*.

**marine surveyor accredited in stability approval** means a person who is accredited under section 24 of the *Marine Safety (Domestic Commercial Vessel) National Law Regulation 2013* in the category of initial survey — stability approval mentioned in paragraph 21(b) of the Regulation.

**National Law – Marine Surveyors Accreditation Guidance Manual 2014** means the *National Law – Marine Surveyors Accreditation Guidance Manual 2014* that is published by AMSA.

**NSCV** — see section 6 of the national law, meaning of **National Standard for Commercial Vessels**.

**open vessel** has the meaning given by NSCV Part B.

**operational area C** has the same meaning as in NSCV Part B.

**operational area D** has the same meaning as in NSCV Part B.

**operational area E** has the same meaning as in NSCV Part B.

**passenger** has the same meaning as in NSCV Part B.

**recognised organisation** has the meaning given by section 14 of the *Navigation Act 2012*.

**remote enclosed water** means waterways where assistance from shore based facilities or other vessels is not readily available and rescue services are likely to be required in an emergency.

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**sail vessel** means a vessel designed to carry sail as its primary means of propulsion.

**shore base** has the same meaning as in NSCV Part B.

**special personnel** has the meaning given by NSCV Part B.

*Note* **National Regulator** and **owner** are defined in the Marine Safety (Domestic Commercial Vessel) National Law — see section 6.