

Marine Information Bulletin

Lodging applications and documents for ships being built in Queensland — Important changes

Issued 20 May 2010, reviewed 22 September 2010

Purpose

The National Standard for Administration of Marine Safety (NSAMS) was ratified by the Australian Transport Council on 6 November 2009. This Standard will be adopted by the Australian Maritime Safety Authority (AMSA) under the single national jurisdiction reform.

Maritime Safety Queensland is revising various administrative practices to bring them into line with NSAMS. This will ensure a successful transition to the national regime as it occurs in the future.

Also, processing times for registration and restricted use flags are being adversely impacted by inefficient lodgement practices. The following changes will assist Maritime Safety Queensland to expedite document approvals.

Background

On 10 November 2009, Maritime Safety Queensland issued a Marine Information Bulletin (MIB) titled, *New Registration Process for Greater Risk Ships*.

The MIB informed persons involved in the building of a new ship that, for greater risk ships, all registration applications and restricted use flag applications, for purpose of using the ship pending finalisation of registration and other operational aspects, can only be actioned if the ship's Safety Management System or ship's documents are complete and have been inspected by Maritime Safety Queensland.

This MIB outlines further changes to application processing that apply to all ships.

Place of Lodgement

For commercial and fishing ships intended to be built or to undergo "further building" in Queensland, all documents and applications pertaining to the building and commissioning of the ship must be lodged in the region where the ship will be built.

The application for registration for the new ship can either be made in the region the ship will be built or operated.

Persons associated with the ship will be able to obtain advice and guidance from their local Maritime Safety Queensland office but lodgement of documents will only be accepted in the relevant region as outlined above.

Intent to Build

A Commercial/Fishing Ship Notification of Intent to Build a Ship form F3438 must be lodged prior to commencing the building of a commercial or fishing ship 6 metres or more in length, which is intended for use in Queensland. The intent to build form must be accompanied by particulars of the certificate of compliance for the design of the ship or part and the plans and other documents mentioned in the certificate, or the design approval certificate for the ship or part thereof.

New ship built in one region for operation in another

Section 111 of the *Transport Operations (Marine Safety) Regulation 2004* requires ships to be operated in accordance with section 15 of the Uniform Shipping Laws Code - Emergency Procedures and Safety of Navigation. Sections 133 and 134 of the *Transport Operations (Marine Safety) Regulation 2004* require particular manuals, plans and records to be completed for the ship and kept on board.

The requirements for section 15 of the Uniform Shipping Laws Code must be reflected in the manuals, plans and records for the ship.

These documents are collectively referred to as the safety management system documents. A model of the Commercial and Fishing Ship Operating Documents is available from Maritime Safety Queensland.

Current situation

These documents are required to be developed for the ship prior to the commencement of its operations.

Currently these documents are examined by Maritime Safety Queensland shipping inspectors during ship monitoring operations and at sea inspections. Noncompliance with these requirements may be an offence under the *Transport Operations (Marine Safety) Regulation 2004*.

New requirements

In response to the findings of coronial enquiries and marine incident investigations, Maritime Safety Queensland has introduced a requirement that the ship operating documents for new greater risk ships must be viewed by a shipping inspector prior to Maritime Safety Queensland finalising an application for registration.

The inspection of the documents will happen concurrently with the building of the ship so should not delay the registration process providing the owner/builder has fulfilled all legal obligations in regards to safety management system documents and communicated with Maritime Safety Queensland regarding these documents.

This new procedure in the registration process will ensure owners/operators of greater risk ships have given sufficient consideration to the risks associated with the ship before the ship commences the operations for which it is being built.

What are greater risk ships?

A greater risk ship is a ship that is any of the following:

- Class A ship
- Class 1 or 2 ship greater than 35m or dredge barge more than 24m
- Ship carrying any berthed passenger(s) or that berth more than 12 people (including crew)
- Ship carrying more than 36 passengers in class B or C
- Ship carrying more than 75 passengers in class D or E
- Ship carrying fuel oil in bulk
- Ship carrying dangerous goods
- Ship carrying vehicles
- Ship involved in towage operations (including aquaculture structures)
- Support vessel to the offshore industries
- Barge equipped with a crane or davit of more than 3 t or dredging machinery having a total brake power of 500 kW or more
- Fast craft (capable of speeds greater than 25 knots) and novel craft greater than 6 metres
- Fast craft and novel craft greater than 6 metres if, in the opinion of Safety Standards Branch or a Maritime Safety Queensland regional officer, a greater risk is present due to the nature of the operation or the construction of the ship.

Builders/owners of new greater risk ships will need to demonstrate the completion of the safety management system documents for the ship before it may be registered. This requirement will also be taken into account should the builder/owner apply for consent to use a restricted use flag, for the purpose of using the ship pending finalisation of registration or other operational aspects.

Shipping inspectors from Maritime Safety Queensland in the region where the ship is being built (and/or operated if this is different) will be available to provide advice about the ship operating documents and to witness their completion so that the initial registration process can be completed.

Information

For further information about this Marine Information Bulletin, email msqmail@msq.qld.gov.au.

Other Marine Information Bulletins covering various topics relating to the safe operation of ships can be obtained from Maritime Safety Queensland's website www.msq.qld.gov.au and from the following Maritime Safety Queensland regional offices:

Airlie Beach	(07) 4946 2200
Bundaberg	(07) 4131 8500
Cairns	(07) 4052 7400
Gladstone	(07) 4973 1200
Hervey Bay	(07) 4194 9600
Mackay	(07) 4944 3700
Mooloolaba	(07) 5477 8425
Pinkenba	(07) 3860 3500
Southport	(07) 5539 7300
Townsville	(07) 4726 3400