



MARINE INFORMATION BULLETIN

APPLICATION PROCEDURE FOR OPEN REVERSIBLE LIFERAFTS

BACKGROUND

- The General Manager has accepted that ships operating in certain high volume traffic areas would expect to have a reduced rescue time should an emergency develop. Subsequently, the General Manager will accept, on recommendation from the relevant Regional Harbour Master (RHM) or Regional Manager (RM) the use of approved open reversible liferafts (ORL) on ships operating in restricted offshore limits in *daylight hours only*.

ACCEPTANCE PARAMETERS

- The RHM or RM may accept the use of ORLs for equivalent capacity to the SOLAS or Coastal inflatable liferaft/s required by the USL Code. It must be demonstrated that the safety of passengers and crew will not be adversely affected.
- The ship should operate on specified voyages in areas the RHM or RM considers that, in view of the proximity to rescue facilities and suitable prevailing weather conditions, the safety of passengers and crew will not be adversely affected by the substitution.
- A certificate of registration issued for a "C" class ship fitted with ORLs will have an ORL condition indicated on the ships certificate of registration. Ships will not be permitted to operate outside those areas without upgrading to SOLAS or Coastal inflatable liferaft/s for the total complement of persons carried.
- A certificate of compliance for safety equipment shall be raised covering the stowage and launching arrangements for the ORLs and a certificate of compliance for survey shall be raised covering the risk management regime.
- The operator shall provide copies of service certificates for each ORL fitted.

ASSESSMENT PROCEDURES

- The operator must make a written submission (including a risk assessment) to the RHM or RM responsible for the area in which the ship is to operate. Charts

showing the proposed area of operation and specific voyages should be included. Applicants may wish to discuss the proposal informally prior to the written submission. Guidance on what factors should be taken into account in the risk assessment can be found in Part C Section 7 subsection A of the *National Standard for Commercial Vessels* (NSCV).

- Safety management protocols are to be implemented. These should be based on recognized risk assessment and management methodology such as AS/NZS 4360 "Risk Management", or Annex B "Guidance on Hazard Identification, Risk Assessment and Control of Risk" and Annex C "Guidance on Acceptable Risk" from Part B of the NSCV. The assessment should be carried out by the operator and an accredited surveyor. The results of this assessment should be provided for evaluation.
- The operator should show how launching and passenger evacuation into ORLs has been addressed. This is to be shown in the ship's Safety Management Plan and the Operational Manual. Crew training in the use of ORLs and evacuation procedures should also be detailed. The ship's Occupational Health & Safety Manual is to detail responsibilities of crew. Records of the above are to be made available.
- The operator should include ships permanently operating in the proposed areas and their passenger capacity, operating speed and trips per day. This is to confirm the ability of these ships to respond effectively in the case of an emergency. The submission should include a statement of agreement from such operators to provide assistance in case of an emergency.
- The operator's written submission should also indicate agreement with the acceptance conditions indicated above.
- Emergency rescue facilities should be demonstrated for each specific voyage for multi-destination voyages.
- The ORLs of equivalent aggregate capacity may be substituted for buoyant appliances and dinghies when the ship is registered and operates in smooth and/or partially smooth waters.
- **Operators/Accredited Surveyors are advised to present submissions not less than 28 days prior to the proposed date of commencement of operations. This is to allow the RHM or RM and his staff sufficient time to evaluate submissions and to inspect the ship if considered necessary.**
- After satisfactory assessment of a submission the RHM or RM will write a letter of approval to the successful applicant outlining the area of operation, conditions and limits agreed.

ADMINISTRATION

- Copies of the operator's submission and the RHMs' or RMs' assessment along with a copy of the letter of approval/agreement sent to the operator should be forwarded to Safety Standards Branch for record purposes.

- With a satisfactory recommendation from the RHM or RM the ship's Certificate of Registration will be amended with the following condition:
 Open reversible liferafts may be used as a replacement for coastal or SOLAS liferafts with the written agreement of the Regional Harbour Master or Regional Manager for the area of operation and subject to the conditions and limits set out in this agreement.

Referenced documents:

Transport Operations (Marine Safety) Act 1994
Transport Operations (Marine Safety) Regulation 2004
 Uniform Shipping Laws Code Section 10
 National Standard for Commercial Vessels, Part B
 National Standard for Commercial Vessels Part C Section 7A – Safety Equipment

AVAILABILITY

Published parts of the NSCV are available on the NMSC's website at www.nmsc.gov.au.

Contact information

If you require further information about this Marine Information Bulletin, please contact: 07 3120 7341 or msgmail@msq.qld.gov.au.

Other Marine Information Bulletins covering various topics relating to the safe operation of ships may be obtained from Maritime Safety Queensland's website at www.msq.qld.gov.au and from the following Marine Operations Centres.

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