

**SENATE STANDING COMMITTEE ON
RURAL AND REGIONAL AFFAIRS AND TRANSPORT
Inquiry into the Performance of Australian Maritime Safety Authority**

Answers to questions taken on notice at the Committee hearing on 25 September 2019

Question (9 of 9):

Senator Brown:

Could you on notice let the Committee know how many exemptions you've issued in the last year ... and what people are asking to be exempt from?

Answer:

Together with transitional and grandfathering mechanisms, the National Law included an exemption power allowing AMSA as the National Regulator to ensure that it could provide relief to vessels and operators in situations where the application of the National Law would be impractical or undesirable.

Under section 143 of schedule 1 of the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012* (National Law), AMSA as the National Regulator may exempt from the application of the National Law, or specified parts thereof:

- a specified vessel or class of vessels, or
- a specified person or class of persons

from all or part of 'this Law', which includes the National Law, National Law Regulations and marine orders. Exemptions may be issued on application or on AMSA's initiative.

Exemptions may be confined to the following:

- one or more specified periods, and/or
- one or more specified operations.

The exemption power applies to all of the National Law including Part 3, which set out the general safety duties and the requirement for an owner and master to implement and maintain a safety management system.

Importantly, before granting an exemption, the National Regulator must be satisfied that the exemption, together with any conditions the exemption is subject to, will not jeopardise the safety of a vessel or a person on board a vessel, ie, conditions are imposed with exemptions to ensure an appropriate level of safety is maintained.

AMSA has never granted an exemption from general safety duties.

General exemptions

General exemptions are granted by AMSA at our own initiative where there is a large number of vessels or operators that may require the same exemption. General exemptions, usually involve extensive stakeholder consultation. They apply to any

vessels, persons or operations that meet the relevant criteria and conditions in the general exemption. Some general exemptions require a person to obtain approval from AMSA before accessing the benefit of the exemption, or meet some other pre-condition (for example, obtaining an accredited marine surveyor's report).

All general exemptions are published on AMSA's website; must be granted by the AMSA CEO or Deputy CEO (in accordance with AMSA's delegation instrument), and are generally issued for a maximum of three years.

Specific exemptions

Specific exemptions are generally issued to a particular person upon application where specific or unique relief from the application of the national law is required, and relates to one or a small number of vessels or persons. Any person can apply for a specific exemption.

Specific exemptions are not published; are granted by designated AMSA officers in accordance with AMSA's delegation instrument; and generally have an expiry date. However, certain exemptions (for example, from design and construction requirements) do not have an expiry date as they allow permanent arrangements.

All exemptions can be varied or revoked. Decisions regarding exemptions are also reviewable decisions under the National Law Act.

In the last year (25 September 2018 to 24 September 2019) AMSA has issued 149 specific exemptions from 205 applications received. Detail of what these specific exemptions have been issued for is at Attachment A.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-183	MO504 and MO505	Exempt each person performing the duties of Chief Engineer on the ^{Name/Vessel ID withheld} and the ^{Name/Vessel ID withheld} from the requirement to hold an Engineer Class 3 NC certificate of competency Subject to the condition that the person sailing as Chief Engineer holds an MED1 and must have completed all the MED1 training units listed below; MARB032 - Undertake basic maintenance of electrical systems; MARB011 - Undertake maintenance of 240 to 440 voltage alternating current electrical systems; MARC035 - Operate and maintain extra low and low voltage electrical systems and equipment; MARC042 - Operate electrical systems; MARC017 - Operate 240 to 440 voltage alternating current electrical systems. This exemption ceases to be valid if the vessels' operation changes or the vessels are sold.	THE OWNER AND MASTER MUST ENSURE THAT THE VESSELS ARE ONLY OPERATED WITHIN THE AREA BETWEEN PENNESHAW AND CAPE JERVIS THE OWNER AND MASTER MUST ENSURE THAT THE VESSELS ARE ONLY OPERATED WITHIN THE AREA BETWEEN CAPE JERVIS AND PORT ADELIADÉ FOR THE PURPOSE OF SLIPPING WITH NO PASSENGERS AND CARGO THE OWNER AND MASTER MUST ENSURE THAT THE VESSELS ARE ONLY OPERATED WITHIN THE AREA BETWEEN CAPE JERVIS AND PORT LINCOLN FOR THE PURPOSE OF SLIPPING WITH NO PASSENGERS AND CARGO
EAPPSP-130	MO504 and MO505	Exempt each person performing the duties of Chief Engineer on the ^{Name/Vessel ID withheld} and the ^{Name/Vessel ID withheld} from the requirement to hold an Engineer Class 3 NC certificate of competency Subject to the condition that the person sailing as Chief Engineer holds an MED1 and must have completed all the MED1 training units listed below; MARB032 - Undertake basic maintenance of electrical systems; MARB011 - Undertake maintenance of 240 to 440 voltage alternating current electrical systems; MARC035 - Operate and maintain extra low and low voltage electrical systems and equipment; MARC042 - Operate electrical systems; MARC017 - Operate 240 to 440 voltage alternating current electrical systems. This exemption ceases to be valid if the vessels' operation changes or the vessels are sold.	THE OWNER AND MASTER MUST ENSURE THAT THE VESSEL IS ONLY OPERATED WITHIN THE AREA BETWEEN CAPE JERVIS AND PORT ADELIADÉ FOR THE PURPOSE OF SLIPPING WITH NO PASSENGERS AND CARGO, NOTE: THIS VESSEL ENTERED SURVEY PRIOR TO THE INTRODUCTION OF THE NATIONAL SYSTEM FOR DOMESTIC COMMERCIAL VESSELS ON THE 1ST OF JULY 2013, THE OWNER AND MASTER MUST ENSURE THAT THE VESSEL IS ONLY OPERATED WITHIN THE AREA BETWEEN CAPE JERVIS AND PORT LINCOLN FOR THE PURPOSE OF SLIPPING WITH NO PASSENGERS AND CARGO, THE OWNER AND MASTER MUST ENSURE THAT THE VESSEL IS ONLY OPERATED WITHIN THE AREA BETWEEN PENNESHAW AND CAPE JERVIS
EAPPSP-10	MO504 and MO505, National Law	Exempt from the requirement for the masters of Personal Water Craft owned by ^{Name/Vessel ID withheld} to have a Certificate of Competency, and exempt from the requirement for the Personal Water Craft owned by ^{Name} to display a Unique Vessel Identifier.	Each master of a PWC must have a recreational PWC licence or equivalent, A safety and operating manual must be in place for each event
EAPPSP-246	MO504 and MO505	Exempt from the requirement for the masters of Personal Water Craft owned by ^{Name/Vessel ID withheld} to have a Certificate of Competency.	THE MASTER OF THE VESSEL MUST HOLD A VALID RECREATIONAL LICENCE OR EQUIVALENT, THE OWNER MUST ENSURE THE RISKS, PROCEDURES AND EMERGENCIES ASSOCIATED WITH THE OPERATION OF THE VESSEL BY A RECREATIONAL LICENCE IS CONTAINED IN THE VESSEL'S SAFETY MANAGEMENT SYSTEM AND VALID FOR EACH EVENT.
EAPPSP-144	MO503	Exempted from the requirement to have a classification certificate in force.	The owner must make application for a new certificate of survey, to replace certificate COS-93400-001., A copy of this exemption must be kept with the certificate of survey on board the vessel and made available to an attending surveyor., The owner must ensure that within 6 months from the issue of this exemption a planned maintenance system covering the vessel's hull, machinery, electrical, instrumentation and automation arrangements (for class notation E0) is implemented, with associated maintenance and inspection records to be made available to a surveyor or the national regulator upon request., The owner and surveyor must ensure the scope of surveys includes the requirements of DNVGL Rules for classification - Ships Part 7 Ch 1, as applicable to the vessel and a narrative survey report covering the extent of surveys completed must be submitted with the surveyor's recommendation., The owner must ensure the vessel is not modified or altered without approval from the national regulator, and any condition related to class must be rectified within due date., Survey of the vessel must be conducted by a recognised organisation surveyor, or a surveyor specifically appointed in writing by the national regulator to survey the vessel under this exemption., This decision does not relieve any person from the general safety duties which arise under Part 3 of the National Law., The owner and master must ensure the vessel is only operated as a class 2 or class 3 vessel., The owner must ensure the vessel is surveyed for compliance with the Marpol convention, by AMSA or a recognised organisation prior to the renewal of the certificate of survey., The owner must provide copies of all class approved drawings, plans, plan approval letters, classification certificate with appendix, Marpol certification (including technical files, records of equipment, and drawings) and the vessel class survey status (with historical conditions and recommendations) to the national regulator., The owner and surveyor must ensure the vessel is surveyed at high survey frequency category as defined in Marine Order 503 (certificates of survey – national law) 2018.
EAPPSP-101	MO504	Exemption applies to all tender vessels used for emergency scenarios managed under the ^{Name/Vessel ID withheld} Safety Management Plan, Marine Order 504 - Exempt only to the extent of MO504 Schedule 1 section 6.4 and 6.5 for minimum crewing and certification of vessel operators.	ALL MASTERS ARE TO HAVE VALID RECREATIONAL QUALIFICATIONS AND TICKETS, THIS EXEMPTION ONLY APPLIES FOR EMERGENCY RESPONSE SCENARIOS, ALL VESSELS CONDUCTING EMERGENCY RESPONSE ACTIVITIES MUST BE OPERATED IN ACCORDANCE WITH THE ^{Name/Vessel ID withheld} AUTHORITY SAFETY MANAGEMENT PLAN, THE AREA OF OPERATION IS LIMITED TO THE BROOME HARBOUR LIMITS
EAPPSP-56	National Law, MO504	Exemption applies to all vessels managed under ^{Name/Vessel ID withheld} Safety Management Plan for the duration of the event., Marine Order 504 - Exempt only to the extent of MO504 Schedule 1 section 6.4 and 6.5 for minimum crewing and certification of event vessel operators., National Law - Certificates of Survey - Exempt only to the extent of division 2 from the requirement to hold a certificate of survey for the event vessels for the duration of the exemption., National Law - Certificates of Operation - Exempt only to the extent of division 3 from the requirement to hold a certificate of survey for the event vessels for the duration of the exemption.	VESSELS TO OPERATE AS A CONVOY FLEET WITH THE SUPPORT VESSEL IN ATTENDANCE, OPERATIONS ARE TO ONLY BE CONDUCTED IN DAYLIGHT HOURS., WHILST OPERATING DURING THIS EVENT ALL VESSELS MUST BE OPERATED IN ACCORDANCE WITH THE ^{Name/Vessel ID withheld} SAFETY MANAGEMENT PLAN., ALL VESSEL TO MEET THE APPLICABLE NSCV PART G REQUIREMENTS FOR SIZE AND OPERATION., THE AREA OF OPERATION IS LIMITED TO THE EVENT AREA ON THE SWAN RIVER BETWEEN THE FREMANTLE PORT AND SWAN YACHT CLUB., ALL MASTERS ARE TO HAVE VALID RECREATIONAL QUALIFICATIONS AND TICKETS.
EAPPSP-236	MO503	Exemption from complying with the requirements of NSCV C5A Clause 6.8.7.2 for the design of sole-pieces.	This decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law., The owner must ensure that the vessel's sole-piece is designed and constructed to comply with the formulae and notes of Lloyd's Rules and regulations for the Classification of Special Service Craft - Part 3, Chapter 3, Section 3 Sternframes and appendages. A copy of this exemption must be kept by the owner of the vessel.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-149	MO503	Exemption from complying with the requirements of the NSCV C1 Clause 3.4 for the provision of masts and positions of signals in order to comply with COLREGs requirements for the height of the masthead light above the hull and the separation of the sidelights in relation to the masthead light., Exemption from complying with the requirements of NSCV C5A Clause 6.8.7.2 for the design of sole pieces.	The owner must ensure that the navigation lights are not obscured by surrounding structure or equipment., The owner and master must ensure that operations are restricted to 1E commuter ferry operations on the Swan river unless relocating for the purposes of maintenance or survey., The owner must ensure that the vessel safety management system includes a means to display NUC lights in the case of an emergency., The owner must ensure that the sole-pieces are designed and constructed to comply with the formulae and notes of Lloyds Rules and Regulations for the Classification of Special Service Craft - Part 3, chapter 3, section 3 Sternframes and appendages.
EAPPSP-186	MO503	Exemption from the requirement to apply the Rules and Regulations for the Classification of Special Service Craft (Lloyds SSC Rules).	Please note this decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law., The owner must ensure that the vessel's structure complies with the requirements of DNV GL Rules for Classification: High Speed and Light Craft (RU-HSLC)., The owner must ensure that the vessel's structural approval be conducted by DNV GL., The owner must ensure that the vessel is designed with a service area notation of R2 or service area notation R3 with a service restriction of 20 nautical miles to refuge., The owner and master must ensure that the vessel is limited to the sea state conditions for an operational area C vessel as mentioned in the NSCV Part B.
EAPPSP-21	MO503	Exemption from the requirement to comply with NSCV Part C Section 6, Subsection 6A, Clause 6.4.4.2, Criterion 6C.1 with all plain sail set.	The owner of the vessel must ensure that the vessel's safety management system clearly details the sail restriction information as well as the procedures for reducing sail area and forecasting of weather conditions., The owner must ensure that the vessel to which this exemption applies is a Seawind 1160 Resort model built to the EU Type Examination certificate HPIVS/R1100-004-I-03 issued on 02/08/2018 by HPI verification services and expiring on 01/08/2028 in accordance with the Recreational Craft and Personal Watercraft Directive 2013/53/EU., The owner of the vessel must ensure that the sail plan is not modified from the configuration upon which the stability approval has been based., The owner and the master must ensure that the sails are set relative to the prevailing wind speed in accordance with the configurations outlined in the approved stability book. This information must be displayed at the helm station., The owner must submit a copy of this exemption when making initial application for a certificate of survey., The owner and master of the vessel must ensure that the vessel has means to display wind speed at the helm.
EAPPSP-161	MO503	Exemption from the requirement to comply with NSCV Part C Section 6, Subsection 6A, Clause 6.4.4.2, Criterion 6C.1 with all plain sail set., Exemption from the requirement to have the foredeck escape hatches and accommodation doorways sized in accordance with the requirements of the NSCV for access and escape routes.	The owner and master must ensure that the vessel is operated in operational area C waters or below., The owner of the vessel must ensure that the sail plan is not modified from the configuration upon which the stability approval has been based., The owner and master must ensure that a maximum of 4 persons per side are located in the below deck accommodation at any time; and a maximum of 2 persons are occupying a berthed cabin at any time., The owner must ensure that the vessel to which this exemption applies is a Seawind 1160 Lite model built to the EU Type Examination certificate HPIVS/R1100-005-I-01 issued on 07/03/2018 by HPI Verification Services and expiring on 07/03/2028 in accordance with the Recreational Craft and Personal Watercraft Directive 2013/53/EU., The owner must ensure the foredeck escape hatch size is at least 430 x 430 mm and the cabin doorway size is at least 455 x 1660 mm, The owner must submit a copy of this exemption when making initial application for a certificate of survey., The owner and master of the vessel must ensure that the vessel has means to display wind speed at the helm., The owner and the master must ensure that the sails are set relative to the prevailing wind speed in accordance with the configurations outlined in the approved stability book. This information must be displayed at the helm station., The owner of the vessel must ensure that the vessel's safety management system clearly details the sail restriction information as well as the procedures for reducing sail area and forecasting of weather conditions.
EAPPSP-239	MO503, MO504	Clause 6.12.4 of C1 — to the extent that it requires a person overboard alert system mentioned in Table 30, measure 8; Clauses 6.12.4 and 6.12.7.4 of C1 — to the extent that they require handholds mentioned in Table 30, measure 3; Clause 5.9 and Chapter 6 of C4; Chapters 3, 5 and 6 of C5A; Clauses 7.3 and 9.7 of C6B; C7A, C7B and C7C; The requirement to carry a second anchor mentioned in NSCV C7D; and If the barge is permanently moored — C7D.	The owner of the barge is required to crew the vessel with appropriate crewing., If there are persons on board the unpowered barge the owner and master must ensure: (a) it carries communications equipment that enables the persons to communicate with other vessels in the operational area of the barge; and (b) that there is a documented risk assessment that: (i) identifies marine safety equipment required while it is operating; and (ii) is kept up-to-date., If the barge is is not connected to the shore or a structure and is not carrying a lifeboat, liferaft or rescue boat for the total complement on board then the owner and master must ensure it is accompanied while operating by a vessel, other than a recreational vessel, that: (a) remains close to the barge at all times; and (b) is equipped to rescue all of the persons on board the barge., The owner must ensure that any marine safety equipment identified in the risk assessment is carried on board while the barge is operating so that the equipment is readily accessible to the persons on board.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-36	MO503	Exemption from the requirement to have the foredeck escape hatches and accommodation doorways sized in accordance with the requirements of the NSCV for access and escape routes., Exemption from the requirement to comply with NSCV Part C Section 6, Subsection 6A, Clause 6.4.4.2, Criterion 6C.1 with all plain sail set., Exemption from the requirements of the USL Code Section 5, Subsection D Clause D.27 regarding the location of side scuttles above the waterline and the provision of hinged deadlights as they apply to the underwing inversion escape hatches located on the inboard side of each hull.	The owner and master must ensure that the vessel is operated in operational area C waters or below., The owner and master must ensure that a maximum of 4 persons per side are located in the below deck accommodation at any time; and a maximum of 2 persons are occupying a berthed cabin at any time., The owner must ensure that the Safety Management System includes a daily inspection of the watertight integrity of the inversion hatches., The owner of the vessel must ensure that the vessel's safety management system clearly details the sail restriction information as well as the procedures for reducing sail area and forecasting of weather conditions., The owner and the master must ensure that the sails are set relative to the prevailing wind speed in accordance with the configurations outlined in the approved stability book. This information must be displayed at the helm station., The owner must ensure that the vessel to which this exemption applies is a Seawind SW1260 model built to the EU Type Examination Certificate HPIVS/R1100-010-I-02 issued on 15/11/2017 by HPI Verification Services in accordance with the Recreational Craft and Personal Watercraft Directive 2013/53/EU., The owner of the vessel must ensure that the sail plan is not modified from the configuration upon which the stability approval has been based., The owner and master of the vessel must ensure that the vessel has means to display wind speed at the helm., The owner must submit a copy of this exemption when making initial application for a certificate of survey., The owner must ensure the foredeck escape hatch size is at least 430 x 430 mm and the cabin doorway size is at least 455 x 1660 mm
EAPPSP-117	MO503	Exemption from the requirement to provide at least one means of escape from the machinery space that does not rely on passage through a watertight door.	The vessel must have Australian nationality., The owner must ensure the vessel's Safety Management System details procedures to ensure watertight doors remain closed at sea., The owner must ensure all hinged watertight doors comply with the requirements of NSCV Part C Subsection 6B Clause 9.6.3.8.3 Table 39 to 42 Type 3., The owner must ensure all watertight doors are clearly marked in accordance with NSCV Part C6B Clause 9.6.3.7 'THIS DOOR TO BE KEPT CLOSED AND SECURED', and 'CREW ACCESS ONLY', The owner must ensure engine room watertight doors are fitted with audible and visual alarms, both sides of each door and at the helm station to indicate when the doors are open., The owner must ensure the hatch in the collision bulkhead is removed and the bulkhead structure in way of the hatch is permanently repaired or replaced with a bolted hatch cover as per USL 5C 65.3 to maintain structural continuity. The arrangement is to be surveyed by an AMSA Accredited Marine Surveyor and his recommendation submitted to AMSA for approval.
EAPPSP-165		For dredging operations, freeboard from deckline may be: Dredging 460mm (D) Dredging Freshwater 347mm (DF) Note: Deckline Line is marked 100mm below the top of the steel main deck at side.	During dredging operations, the master must ensure the vessels draught does not exceed the draught that corresponds to a freeboard of 460mm from the deck line. The allowance for fresh water for this dredging freeboard is 86mm., Please note this decision does not relieve any person from the general safety duties which arise under Part 3 of the National Law., The master must not operate the vessel more than 15nm from shore or 20nm from port, with maximum wave height not exceeding 2.5m significant., The owner must ensure the vessel complies with the guidelines for the assignment of reduced freeboard for dredgers DR-68 – 03 Feb 2010.
EAPPSP-227	MO503	from the requirement for seating to be fixed; from the requirement for USL compliant sills to be fitted to doorways; from the requirement for masthead lights to be separated as specified in the collision regulations.	Please note this decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law, The Owner and Master must ensure that the vessel is fitted with drop in 600mm high sills when operating in rough conditions or conducting transit voyages., The Surveyor, Owner and Master must ensure the vessel is fitted with navigation lights as shown in drawing "Navigation Light Arrangement Sketch, IC17002 sheet S-011"., The Owner and Master must ensure that passenger operations are limited to within Sydney harbour gazetted E waters.
EAPPSP-153	MO503	Marine Order 503 (Certificate of survey - national law) 2018 only to the extent that it requires the vessel to have a classification certificate in force.	, The owner must provide electronic copies of all class approved drawings, plans, plan approval letters, classification certificate with appendix, Marpol certification (including technical files, records of equipment, and drawings) and the vessel class survey status (with historical conditions and recommendations) to the national regulator., The Master must ensure the vessel is only operated within the R2 seasonal operating area restrictions as defined by DNVGL., The owner must ensure that within 6 months from the issue of this exemption a planned maintenance system covering the vessel's hull, machinery, electrical, instrumentation and automation arrangements is implemented, with associated maintenance and inspection records to be made available to a surveyor or the national regulator upon request, The owner and surveyor must ensure the scope of surveys includes the requirements of the SAGM and DNVGL Rules for classification - Ships Part 7 Ch 1, as applicable to the vessel and a narrative survey report covering the extent of surveys completed must be submitted with the surveyor's recommendation. For the initial survey this will be to the extent for the fourth renewal (20 year) survey., Please note this decision does not relieve any person from the general safety duties which arise under Part 3 of the National Law, The owner must ensure that the vessel is surveyed at the high frequency survey category, as defined in the Surveyor Accreditation Guidance Manual (SAGM)/ MO 503, by a recognised organisation surveyor or an AMSA accredited surveyor., The owner must ensure that the vessel is surveyed for compliance with the Marpol convention, by AMSA or a recognised organisation prior to the initial issue and at each renewal of the certificate of survey., The owner must ensure that the vessel is subject to a AMSA flag state inspection prior to the initial issue of the certificate of survey.
EAPPSP-29	MO503	Marine Order 503 (Certificate of survey-national law) 2018, Section 11(1)(f), only to the extent that it requires the vessel to comply with the Uniform Shipping Laws Code Section 8 Sub Section A in regard to the information relating to the stability to include particulars appropriate to the vessel.	The owner of the vessel must ensure that stability calculations are updated during the currency of this Specific Exemption, based on lightship verification and current tanks configuration, in accordance with applicable requirements of Marine Order 503 (Certificate of survey-national law) 2018.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-113	MO503	Marine Order 503 (Certificates of survey — national law) 2018 only to the extent that it requires the vessel to have a classification certificate in force, and to have the twenty year renewal survey conducted in water .	<p>, The owner must ensure that vessel will undergo surveys to the requirements of the National Law-Marine Surveyors Accreditation Guidance Manual (SAGM), carried out by a recognised organisation surveyor or AMSA accredited marine surveyor in categories I and n., The owner must ensure the following surveys and inspections are completed, and reports provided to the satisfaction of the national regulator, in support of the initial application for a certificate of survey.</p> <p>Surveys as set out in Sec 4.11 of the SAGM to the maximum extent possible while in water, for a twenty year renewal survey.</p> <p>A diving survey of the entire vessel below waterline conducted by qualified divers using two way communication and closed circuit television. The survey is to be monitored by the attending surveyor, supplemented with photographic or video documentation and be clear enough to determine the condition of plating, weld seams, sea chests and appendages if fitted.</p> <p>An internal survey of all compartments, with thickness measurements taken to the extent required by ABS Rules for Vessels under 90 meters, and witnessed by the attending surveyor. The survey report is to be supplemented by photographic documentation and set out the extent of diminution at each measurement.</p>
EAPPSP-121	MO503	Marine Order 503 (Certificates of survey — national law) 2018 only to the extent that it requires the vessel to have a classification certificate in force.	The owner must ensure that the vessel will undergo surveys to the requirements of the National Law-Marine Surveyors Accreditation Guidance Manual (SAGM) for medium frequency survey category , carried out by a recognised organisation surveyor or AMSA accredited marine surveyor in categories I and n.
EAPPSP-5	MO503	Marine Order 503 (Certificates of survey — national law) 2018 only to the extent that required outcomes of the National Standard for Commercial Vessels (NSCV) will not be met if the vessel does not have a classification certificate in force	<p>The owner must ensure :</p> <p>The vessel is to operate as a 1E vessel within smooth waters only.</p> <p>The vessel measured length must not exceed 45 metres</p> <p>Initial and periodic survey of the vessel (including plan approval) must be conducted by a recognised organisation surveyor, or an accredited marine surveyor agreed in writing by the national regulator to survey the vessel under this exemption.</p> <p>The national regulator is provided with an inspection and test schedule identifying key milestones for construction and delivery of the vessel.</p> <p>The national regulator may conduct or witness any inspection or test in this schedule or deemed necessary to verify the survey process applied to the vessel.</p> <p>The initial survey plan approval shall not be conducted by the vessel designer.</p> <p>The vessel complies with NSCV Part C3 Chapter 3 Clause 3.2, NSCV Part C5A Chapter 1 Clause 1.2.2, NSCV Part C5B Chapter 1 Cause 1.2.2 and NSCV C5B Chapter 1 Clause 1.2.1 in so far as it requires the use of type approved electrical cabling on the vessel</p>
EAPPSP-115	MO504	Marine Order 504 - Exempt only to the extent of MO504 Schedule 1 section 6.4 and 6.5 for minimum crewing and certification of vessel operators. Exemption applies to all tender vessels used for emergency scenarios managed under the Name/Vessel ID withheld Safety Management Plan	ALL VESSELS CONDUCTING EMERGENCY RESPONSE ACTIVITIES MUST BE OPERATED IN ACCORDANCE WITH THE KIMBERLEY PORTS AUTHORITY SAFETY MANAGEMENT PLAN, THIS EXEMPTION ONLY APPLIES FOR EMERGENCY RESPONSE SCENARIOS, ALL MASTERS ARE TO HAVE VALID RECREATIONAL QUALIFICATIONS AND TICKETS, THE AREA OF OPERATION IS LIMITED TO THE BROOME HARBOUR LIMITS
EAPPSP-94	MO504	Marine Order 504 - Exempt only to the extent of MO504 Schedule 1 Section 6.5 for the the Master to hold a certificate of competency of Master <35m NC.	THE VESSEL MUST BE OPERATED BY A SUITABLY QUALIFIED MASTER <24M NC COC
EAPPSP-192	MO504 and MO505	Marine Order 505 (certificates of competency – National Law) Section 8(2), only to the extent that is requires a person to hold a particular Certificate of Competency., Marine Order 504 (Certificates of operation – National Law) 2013 Section 11(b), only to the extent that it requires holders of certificates of operation for the vessel and masters of the vessel to comply with requirements for appropriate crew and core complement.	A review of the vessels' safety management system must be conducted before commencing operations under this specific exemption., A COPY OF THIS EXEMPTION MUST BE CARRIED ON BOARD THE VESSEL AT ALL TIMES., A person performing the duties of master up to 100 nm from shore, or mate in the Australian Exclusive Economic Zone or the territorial sea, must meet the criteria mentioned under section 5 of AMSA EX18 Marine Safety (Sail) Exemption 2017. The operating power mentioned in the dictionary of EX18 shall be read as =110kW., A person performing the duties of engineer must meet the criteria mentioned under section 5 of AMSA EX33 Marine Safety (Sailing vessels with motor propulsion) Exemption 2017 (No. 2). The motor propulsion power mentioned in the dictionary of EX33 shall be read as =110 kW.
EAPPSP-37	MO503, MO504	Marine Orders 503 - Exempt only to the extent of NSCV PART C7A Clause 5.3 and Table 3, that athlete surfers competing in the event are not required to wear a personal flotation device whilst being a passenger on an event PWC. Marine Order 504 - Exempt only to the extent of MO504 Schedule 1 section 6.4 and 6.5 for minimum crewing and certification of event PWC operators. Exemption applies to all personal water craft managed under Name/Vessel ID withheld Safety Management Plan for the duration of the event.	OPERATORS OF PWC FOR THE EVENT SHALL COMPLY TO Name/Vessel ID withheld CREWING EVALUATION AND SMS., WHILST OPERATING AS WATER SAFETY FOR THE Name/Vessel ID withheld EVENT THE VESSELS MUST BE OPERATED IN ACCORDANCE WITH THE Name/Vessel ID withheld WATER SAFETY MANAGEMENT PLAN, THE AREA OF OPERATION IS LIMITED TO THE EVENT AREA AT SNAPPER ROCKS, GOLD COAST, WHILST OPERATING AS WATER SAFETY FOR THE Name/Vessel ID withheld IT IS PERMISSIBLE FOR THE ATHLETE SURFERS COMPETING IN THE EVENT TO BE CARRIED ON BOARD THE PWC WITHIN THE NOMINATED GCCC EXCLUSION ZONES AT THE EVENT SITE WHILST NOT WEARING A PERSONAL FLOATATION DEVICE.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-151	MO503	Marine Orders 503 - Exempt to the extent required for the USL PART 5D Exemption applies to the extent to operate as a Class 2D vessel within Cape Hawke Harbour upstream of the easternmost markers.	THE OWNER AND MASTER MUST ENSURE WHEN DEPARTING AND CARRYING PASSENGERS, THAT THE VESSEL TAKES THE MOST DIRECT ROUTE TO AND FROM CAPE HAWKE HARBOUR BOAT RAMP TO ENTER THE DESIGNATED SMOOTH WATERS OF WALLIS LAKE., THE OWNER AND MASTER MUST ENSURE THAT THE VESSEL IS OPERATED WITHIN THIS DESIGNATED AREA WHICH SHALL BE ON THE FLOW (RUN IN) TIDE; AND AT A DISTANCE NOT EXCEEDING 100 METRES FROM THE NEAREST SHORELINE; AND WITH A MAXIMUM SIGNIFICANT WAVE HEIGHT NOT EXCEEDING 2 METRES; AND WITH A WIND SPEED NOT EXCEEDING 20 KNOTS; AND CARRYING NOT MORE THAN 4 PASSENGERS., THE OWNER AND MASTER MUST ENSURE THAT THE VESSEL IS ONLY OPERATED WITHIN THE AREA OF CAPE HAWKE HARBOUR, UPSTREAM FROM A LINE DRAWN BETWEEN THE EASTERNMOST PORT AND STARBOARD MARKERS ON THE NORTH AND SOUTH BREAKWALLS TO THE FORSTER/TUNCURRY BRIDGE.
EAPPSP-170	MO503	Marine Orders 503 - Exempt to the extent required for the USL PART 5D, Exemption applies to the extent to operate as a Class 2D vessel within Cape Hawke Harbour upstream of the easternmost markers.	OPERATORS OF VESSEL SHALL COMPLY TO SMS WHEN OPERATING IN THE DESIGNATED AREA., WHEN DEPARTING AND CARRYING PASSENGERS, VESSEL MUST TAKE THE MOST DIRECT ROUTE TO AND FROM CAPE HAWKE HARBOUR BOAT RAMP TO ENTER THE DESIGNATED SMOOTH WATERS OF WALLIS LAKE., OPERATION OF THE VESSEL WITHIN THIS DESIGNATED AREA SHALL BE AT A DISTANCE NOT TO EXCEED 100M FROM THE NEAREST SHORELINE, THE MAXIMUM SIGNIFICANT WAVE HEIGHT EXPECTED OFFSHORE DOES NOT EXCEED 2 METRES, WIND SPEED DOES NOT EXCEED 20 KNOTS AND CARRYING A MAXIMUM OF 4 PASSENGERS., THE OWNER AND MASTER MUST ENSURE THAT THE VESSEL IS ONLY OPERATED WITHIN THE AREA OF CAPE HAWKE HARBOUR, UPSTREAM FROM A LINE DRAWN BETWEEN THE EASTERNMOST PORT AND STARBOARD MARKERS ON THE NORTH AND SOUTH BREAK WALLS TO THE FORSTER/TUNCURRY BRIDGE.
EAPPSP-241	MO504	Marine Orders 504 - Exempt to the extent required for the vessel to comply with minimum manning of two (2) crew. Name/ can operate with one (1) dual certified Master within the conditions of this exemption. The exemption applies for the vessel Name/ , with the operator Name/Vessel ID withheld Subject to the issued conditions.	THE OWNER MUST ENSURE THE RISKS, PROCEDURES AND EMERGENCIES ASSOCIATED WITH THE OPERATION OF THE VESSEL BY A SINGLE DUAL TICKETED MASTER IS CONTAINED IN THE VESSEL'S SAFETY MANAGEMENT SYSTEM., THE VESSEL HAS A MAX SPEED OF 20 KNOTS, OWNER AND MASTER TO LIMIT OPERATION TO CLASS D WATERS (DESIGNATED SHELTED WATERS). APPLYING TO PILOT TRANSFER OPERATIONS BETWEEN WILLIAMSTOWN, STATION PEIR, PORT OF MELBOURNE AND GEELONG DESIGNATED ANCHORAGE LOCATIONS.
EAPPSP-231	MO504	Marine Orders 504 - Exempt to the extent required for the vessel to have two certified crew members, Master and Crew. The exemption applies for the vessel to operate, for the period of the exemption, with a single Master with a valid certificate of competency, subject to the issued conditions.	THE OWNER MUST ENSURE THE RISKS, PROCEDURES AND EMERGENCIES ASSOCIATED WITH THE OPERATION OF THE VESSEL BY A CREW OF ONE IS CONTAINED IN THE VESSEL'S SAFETY MANAGEMENT SYSTEM., THE OWNER AND MASTER MUST LIMIT THE OPERATION TO THE PERTH WATERS BETWEEN THE NARROWS AND CAUSEWAY BRIDGES, WA.
EAPPSP-226	MO504 and MO505	Marine Orders 504 & 505 - Exempt to the extent required for the vessel to have a Master <35m NC. The exemption applies for the vessel to operate, for the period of the exemption, with Name/Vessel ID withheld as the Master and holding a valid Master <24m NC certificate of competency, subject to the issued conditions.	THE MASTER OF THE VESSEL MUST HOLD A VALID MASTER <24M NC, THE OWNER MUST ENSURE THE RISKS, PROCEDURES AND EMERGENCIES ASSOCIATED WITH THE OPERATION OF THE VESSEL BY A MASTER <24M NC IS CONTAINED IN THE VESSEL'S SAFETY MANAGEMENT SYSTEM.
EAPPSP-187	MO504 and MO505	Marine Orders 505 - Exempt to the extent required for the vessel tenders can be operated by a Master with a valid recreational licence, for the period of the exemption, subject to the issued conditions.	THE OWNER MUST ENSURE THE RISKS, PROCEDURES AND EMERGENCIES ASSOCIATED WITH THE OPERATION OF PARENT VESSEL TENDERS BY PASSENGERS IS CONTAINED IN THE VESSEL'S SAFETY MANAGEMENT SYSTEM., EACH PARENT VESSEL TENDER IS OPERATED BY A MASTER WITH A VALID RECREATIONAL BOATING LICENCE., THE OWNER AND MASTER MUST LIMIT THE OPERATION OF THE PARENT VESSEL TENDERS TO DAYLIGHT HOURS ONLY., THE OWNER AND MASTER MUST LIMIT THE OPERATION OF ALL PARENT VESSEL TENDERS TO OPERATE IN LINE OF SIGHT OF THE PARENT VESSEL AT ALL TIMES., ALL PARENT VESSEL TENDERS ARE FITTED WITH A WORKING VHF RADIO AND AIS., ALL PARENT VESSEL TENDERS ARE TO MEET THE NATIONAL STANDARD FOR COMMERCIAL VESSELS - PART G - NON-SURVEY VESSELS.
EAPPSP-220	MO504 and MO505	Marine Orders 505 - Exempt to the extent required for the vessel to have onboard a Master <24m NC qualified crew member. The exemption applies for the vessel to operate, for the period of the exemption, with a Master with a valid Coxswain Grade 1 NC certificate of competence qualified crew member subject to the issued conditions.	THE OWNER MUST ENSURE THE RISKS, PROCEDURES AND EMERGENCIES ASSOCIATED WITH THE OPERATION OF THE VESSEL BY A COXSWAIN GRADE 1 NC IS CONTAINED IN THE VESSEL'S SAFETY MANAGEMENT SYSTEM., THE OWNER AND MASTER MUST LIMIT THE OPERATION OF THE VESSEL TO DAYLIGHT HOURS ONLY., THE OWNER AND MASTER MUST LIMIT THE OPERATION TO THE NOOSA RIVER, QUEENSLAND
EAPPSP-224	MO504 and MO505	Marine Orders 505 - Exempt to the extent required for the vessel to have onboard a Master <24m NC qualified crew member. The exemption applies for the vessel to operate, for the period of the exemption, with a Master with a valid Recreational Licence, subject to the issued conditions.	THE OWNER MUST ENSURE THE RISKS, PROCEDURES AND EMERGENCIES ASSOCIATED WITH THE OPERATION OF THE VESSEL BY A RECREATIONAL LICENCED MASTER IS CONTAINED IN THE VESSEL'S SAFETY MANAGEMENT SYSTEM., THE MASTER OF THE VESSEL MUST HOLD A VALID RECREATIONAL LICENCE., THE VESSEL MUST BE OPERATED AT SPEED OF LESS THAN 6 KNOTS., THE OWNER AND MASTER MUST LIMIT THE OPERATION TO THE THOMPSON RIVER, QUEENSLAND.
EAPPSP-245	MO504 and MO505	Marine Orders 505 - Exempt to the extent required for the vessel to have onboard a Master <24m NC qualified crew member. The exemption applies for the vessel to operate, for the period of the exemption, with a Master with a valid Recreational Licence, subject to the issued conditions.	THE OWNER MUST ENSURE THE RISKS, PROCEDURES AND EMERGENCIES ASSOCIATED WITH THE OPERATION OF THE VESSEL BY A RECREATIONAL LICENCED MASTER IS CONTAINED IN THE VESSEL'S SAFETY MANAGEMENT SYSTEM., THE VESSEL MUST BE OPERATED AT SPEED OF LESS THAN 6 KNOTS., THE MASTER OF THE VESSEL MUST HOLD A VALID RECREATIONAL LICENCE., THE OWNER AND MASTER MUST LIMIT THE OPERATION TO THE THOMPSON RIVER, QUEENSLAND.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-174	MO504 and MO505	Marine Orders 505 - Exempt to the extent required for the vessel to have onboard a MED Grade 1 NC qualified crew member. The exemption applies for the vessel to operate, for the period of the exemption, with a MED Grade 2 NC qualified crew member subject to the issued conditions.	THE OWNER MUST ENSURE THE RISKS AND PROCEDURES FOR A MED GRADE 2 NC TO CREW THE VESSEL, INSTEAD OF A MED GRADE 1 NC, IS CONTAINED IN THE VESSEL'S SAFETY MANAGEMENT SYSTEM AND FOLLOWED BY THE CREW., THE OWNER AND MASTER MUST LIMIT THE MAXIMUM ENGINE SPEED TO <2000 RPM.
EAPPSP-111	MO503, MO504 and MO505, National Law	Marine Safety (Domestic Commercial Vessel) National Law, Schedule 1, Part 4, Division 4 – Certificates of Competency, Marine Orders 504 & MO 505 - To the extent that masters are to have a valid domestic certificate of competency for the operation of a PWC, Marine Safety (Domestic Commercial Vessel) National Law, Schedule 1, Part 4, Division 1 – Unique Identifiers - Exempt only to the extent of having a UVI, Marine Safety (Domestic Commercial Vessel) National Law, Schedule 1, Part 4, Division 3 – Certificates of Operation - To the extent that the vessels are to have a Certificate of Operation, Marine Orders 503 - Exempt only to the extent of NSCV PART C7A Clause 5.3 and Table 3, that competitors are not required to wear a personal flotation device whilst being a passenger on an event PWR, Exemption applies to all personal water craft managed under Name/Vessel ID withheld Management Plan for the duration of the event.	WHILST OPERATING AS WATER SAFETY FOR THE Name/Vessel ID withheld IT IS PERMISSIBLE FOR THE ATHLETE SURFERS COMPETING IN THE EVENT TO BE CARRIED ON BOARD THE PWC WITHIN THE NOMINATED ZONES AT THE EVENT SITE WHILST NOT WEARING A PERSONAL FLOTATION DEVICE., THE VESSELS MUST BE OPERATED IN DAYLIGHT HOURS ONLY AND WITHIN 1NM OF LAND, OPERATORS OF PWC FOR THE EVENT SHALL COMPLY WITH THE Name/Vessel ID withheld CREWING EVALUATION AND SMS., THE MASTERS OF THE VESSELS MUST HAVE A MINIMUM OF A RECREATIONAL MOTOR BOAT LICENCE WITH PERSONAL WATER CRAFT (PWC) ENDORSEMENT OR EQUIVALENT, THE VESSELS MUST MEET THE RELEVANT REQUIREMENTS OF NSCV PART G, THE VESSELS ARE PROPERLY MAINTAINED AND IN A SAFE CONDITION TO USE FOR THE EVENT, THE AREAS OF OPERATION IS LIMITED TO THE Name/Vessel ID withheld EVENT AT SHIPSTERNS BLUFF, TASMANIA
EAPPSP-127	MO504 and MO505	Marine Safety (Domestic Commercial Vessel) National Law, Schedule 1, Part 4, Division 4 – Certificates of Competency, Marine Orders 504 & MO 505 - To the extent that the vessel is to have a qualified MED Grade 1 NC crew member.	THE VESSEL'S CHIEF ENGINEER MUST HOLD A MARINE ENGINE DRIVER GRADE 2 NC CERTIFICATE OF COMPETENCY OR HIGHER LEVEL OF MARINE ENGINE DRIVER CERTIFICATE OF COMPETENCY., THE MASTER CANNOT ALSO PERFORM THE DUTIES OF CHIEF ENGINEER., THE VESSEL MUST NOT SAIL FROM A PORT WITHOUT TWO SERVICEABLE MAIN PROPULSION ENGINES., A COPY OF THIS EXEMPTION MUST BE CARRIED ON BOARD THE VESSEL AT ALL TIMES., THERE MUST BE AT LEAST TWO (2) CREW MEMBERS ON BOARD AT ALL TIMES THAT HOLD A VALID MARINE ENGINE DRIVER GRADE 2 NC CERTIFICATE OF COMPETENCY OR HIGHER LEVEL OF MARINE ENGINE DRIVER CERTIFICATE OF COMPETENCY
EAPPSP-131	MO504 and MO505	Marine Safety (Domestic Commercial Vessel) National Law, Schedule 1, Part 4, Division 4 – Certificates of Competency, Marine Orders 504 & MO 505 - To the extent that this exemption applies to Name/Vessel ID withheld .	THE OWNER MUST ENSURE THAT THE MASTER IS INDUCTED AS PER THE VESSEL SAFETY MANAGEMENT SYSTEM., THE MASTER SHALL MAINTAIN A VALID MASTER < 24M NC COC., THE OWNER AND MASTER MUST ENSURE THAT THE VESSEL IS RESTRICTED TO DAYLIGHT OPERATIONS ONLY., THE OWNER AND MASTER MUST ENSURE THAT THE VESSEL ONLY OPERATES WITHIN 24 NM FROM PORT OF BUNDABERG QLD.
EAPPSP-64	MO503	NSCV C3, Clause 3.2.2 - requirement for the vessel to be designed and constructed in accordance with the relevant Lloyd's Rules., SAGM Part 2, Clause 3.9 & 3.10 - requirements for vessels over 13m in length to undergo full design approval and construction survey, conducted by an accredited marine surveyor.	The vessel is restricted to service category 2E only. Any change to service category will invalidate this exemption., The vessel must be certified using CE modules B+C and the documentation evidencing this, as specified in SAGM 3.9.3(4), must be presented to AMSA, along with a copy of this exemption, when application is made for a certificate of survey., The vessel must have approved drawings and undergo construction surveys for compliance against the requirements of NSCV parts C1, C2, C4, C5, C6 and C7., A copy of this exemption must be attached to the vessels certificate of survey and carried on-board the vessel., The vessel's hull, superstructure and appendages must be designed and constructed in accordance with the relevant parts of ISO 12215 with a design category of at least ISO B and using a capacity of at least 14 persons.
EAPPSP-206	MO503	NSCV Part C7C Ch 4.3 for the the provision of an echo sounder, NSCV Part C7C Ch 4.3 for the the provision of a magnetic compass	THE OWNER AND MASTER MUST ENSURE THAT OPERATIONS ARE LIMITED TO WITHIN DEFINED OPERATIONAL AREAS (AT THE RANGER MINE SITE, NORTHERN TERRITORY) WHERE THERE IS LINE OF SIGHT OF VISUAL REFERENCE POINTS PROVIDED AT ALL TIMES (DAY AND NIGHT) – NO MAGNETIC COMPASS PROVIDED, THE OWNER AND MASTER MUST ENSURE THAT OPERATIONS ARE LIMITED TO WITHIN DEFINED OPERATIONAL AREAS (AT THE RANGER MINE SITE, NORTHERN TERRITORY) WHERE THERE IS SUFFICIENT WATER DEPTH, SO THAT SATISFACTORY UNDER KEEL CLEARANCE IS MAINTAINED AT ALL TIMES DURING NAVIGATION – NO ECHO SOUNDER PROVIDED
EAPPSP-102	MO503	Port Authority workboats, tug boats and pilot boats / emergency and oil response vessels are exempt from the requirements of NSCV C1 2.13.3	ONLY VALID WHILE THE VESSEL IS OPERATED BY Name/Vessel ID withheld , SCREENS MAY NOT BE DEPLOYED IF SOME OR ALL NAVIGATION AIDS ARE NOT IN WORKING ORDER, SCREENS CANNOT BE USED BY A PERSON WHO IS NOT FAMILIAR WITH THE WATERWAYS IN WHICH THAT VESSEL OPERATES, TINTED BLINDS CAN ONLY BE USED IN THE PERIOD FROM SUNRISE TO SUNSET, SCREENS SHOULD BE READILY REMOVABLE AND NOT PERMANENTLY INSTALLED, WHEN A SCREEN IS IN USE, A SECOND PERSON MUST ACT AS A LOOK OUT
EAPPSP-61	MO503	Port Authority workboats, tug boats and pilot boats / emergency and oil response vessels are exempt from the requirements of NSCV C1 2.13.3	ONLY VALID WHILE THE VESSEL IS OPERATED BY Name/Vessel ID withheld , SCREENS CANNOT BE USED BY A PERSON WHO IS NOT FAMILIAR WITH THE WATERWAYS IN WHICH THAT VESSEL OPERATES, SCREENS SHOULD BE READILY REMOVABLE AND NOT PERMANENTLY INSTALLED, SCREENS MAY NOT BE DEPLOYED IF SOME OR ALL NAVIGATION AIDS ARE NOT IN WORKING ORDER, TINTED BLINDS CAN ONLY BE USED IN THE PERIOD FROM SUNRISE TO SUNSET, WHEN A SCREEN IS IN USE, A SECOND PERSON MUST ACT AS A LOOK OUT
EAPPSP-62	MO504 and MO505	Name/Vessel ID withheld is exempt for the requirement to hold a Master <35m NC Certificate of Competency while performing the duties as master of the vessel Name/Vessel .	ROBERT DONALD FORREST CURRENTLY HOLDS A CERTIFICATE OF COMPETENCY AS MASTER <24M NC AND MUST COMPLETE A MASTER <35M NC CERTIFICATE OF COMPETENCY PRIOR TO EXPIRY OF THIS EXEMPTION., OWNER TO ENSURE THAT THE VESSEL IS APPROPRIATELY CREWED AT ALL TIMES FOR THE SAFE CONDUCT OF OPERATIONS., ONLY VALID WHILE THE VESSEL IS OPERATED BY BORAL RESOURCES COUNTRY PTY LTD., LIMITED FOR OPERATIONS ON THE CLARENCE RIVER IN THE AREA BETWEEN ROGAN'S BRIDGE AND ULMARRA FERRY.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-189	MO503	The owner of the vessel Name/Vessel is exempt from the requirement to fit guardrails around the perimeter of the deck, as per NSCV C1 Chapter 6.12 Bulwarks and Guardrails, in way of vessel and seaplane berthing areas.	This exemption is approved for Name/Vessel when operated for seaplane and vessel embarking and disembarking in Talbot Bay under the ownership of Name/Vessel ID withheld ., The owner must ensure Pontoon 1, has slip resistant surfaces on all walkways and steps, unguarded deck edges are marked with yellow and black stripes., The owner must ensure the safety management system, for operations on Name/Vessel , includes: a) the fitting of temporary barriers and safety warning signs to prevent access to unguarded areas when not in use b) ensuring passenger access to unguarded areas is only permitted under direct crew supervision for purposes of embarking and disembarking planes and vessels only. c) adequate illumination is provided d) the provision of safety briefings for passengers and crew inductions, The owner must ensure that compliant perimeter guardrails are fitted to the maximum practical extent practicable without interfering with the embarkation and disembarkation of seaplanes and vessels., The owner must ensure that means for re-boarding Name/Vessel and lifebuoys are provided at either end of unguarded perimeter areas.
EAPPSP-218	MO503	The requirement for a class 3 vessel operated by Name/Vessel ID withheld to carry coastal lifejackets for 100% complement when operating in operational area category D or E.	There is always more than one crew member on board each vessel who can render assistance, All persons on board the vessel, other than the master and crew, must at all times wear a lifejacket that meets the level 150 standard set out in NSCV Part C7A, or a higher standard., The master and owner must ensure that the following conditions are met., This decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law., The master and crew of the vessel must at all times wear a lifejacket that meets the standard for level 100 lifejackets set out in NSCV Part G, or a higher standard.
EAPPSP-39	MO503	The requirement for crew to wear a lifejacket at all times when on a special working deck, The requirement for the tiller space escape hatch and forepeak inspection hatch to have a coaming of a minimum height.	The master and owner must ensure that the following conditions are met with regards to the exemption from wearing a lifejacket when on deck: The vessel must operate in vessel use category 3 – Fishing vessel only; and Additional personal flotation devices (PFD) compliant with NSCV Part C Subsection 7A must be located in an accessible location on the working deck; and PFD's must be worn when the wind speed is greater than 25knots, seas greater than 2.5m significant wave height, or Force 6 (Beaufort) or greater. Inexperienced crew must wear lifejackets at all times. Crew must wear a personal locating beacon (PLB) or a person overboard alert device on their body at all times when on weather decks and not wearing a lifejacket; and lifejackets must be worn at all times when on weather deck during poor visibility or outside of daylight hours. A guard rail height of 900 mm must be provided on deck perimeter The owner must ensure that the following conditions are met with regards to the exemption from minimum coaming heights of the forepeak and tiller space hatches: The location and arrangement of the hatches must be in accordance with drawing number S989-26-015-A; and Spaces accessible through the hatchway must be serviced by a bilge pump and bilge alarm; and A remote means of activation from outside the space must be provided for the activation of firefighting or bilge systems; and The forepeak hatch must be hinged on the forward side; and Hatches must be clearly marked on both sides of the hatch cover, with the following text: 'MUST BE CLOSED AT SEA'; and for an escape, with additional text - 'ESCAPE – DO NOT OBSTRUCT' (Escape hatches must be capable of being opened from both sides); and for an escape, the deck must also be marked with contrasting colour markings that extend at least 100mm past the periphery of the hatch; and Hatch covers must be permanently attached to the surrounding structure; and Hatch covers must be fitted with securing devices on all sides.
EAPPSP-129	MO503	The requirement for non portable fuel tank to have a drain valve., The requirements to have a minimum headroom of 1900 mm in an accommodation space.	The owner must ensure that fuel tanks are fitted with inspection hatches., The owner and master must ensure that low sections of accommodation space is taped with hazard colours for identification and ceiling is lined with soft material., The owner must ensure that the vessel's Safety Management System contains procedures to reduce the risks due to the reduces headroom in the accommodation spaces., The owner and master must ensure that fuel filters and primary motors are alarmed with sensors and will be regularly monitored.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-178	MO503,	The requirement for the sole-piece to have a minimum section modulus., The requirements for crew to wear a lifejacket at all times when on a special working deck., The requirements for the foredeck escape hatch to have a coaming of a minimum height.	The Owner must ensure location and arrangement of the hatches is in accordance with drawing S1032-65-20-01-A and Notes., The Owner must ensure that a guard rail height of 900 mm is provided on the weatherdeck perimeter., The Master must ensure crew wear a person overboard alert device at all times when on weather decks and not wearing a lifejacket., The Master must ensure inexperienced crew wear lifejackets at all times., The Owner must ensure hatch covers have strength, packing and means for securing which are sufficient to maintain watertightness., The Master and Owner must ensure additional personal flotation devices compliant with NSCV Part C Subsection 7A are located in an accessible location on the working deck., The Owner must ensure hatch covers are fitted with securing devices on all sides (Hinges are not considered to be a securing device)., The owner must ensure that the vessel's sole-piece is designed and constructed to comply with the formulae and notes of Lloyd's Rules and regulations for the Classification of Special Service Craft - Part 3, Chapter 3, Section 3 Sternframes and appendages., The Master and Owner must ensure hatch covers are permanently attached to the deck and the foredeck escape hatch has a coaming of minimum 150 mm height., The Master and Owner must ensure the vessel only operates in category 3 - Fishing vessel, The Master must ensure lifejackets are worn by all persons on deck when the wind speed is greater than 25 knots, seas greater than 2.5 m significant wave height or during poor visibility or outside daylight hours.
EAPPSP-110	MO503	The requirement for the tiller space and foredeck escape hatch have a coaming of a minimum height., The requirement for crew to wear a lifejacket at all times when on a special working deck.	The Owner must ensure the location and arrangement of the hatches is in accordance with drawing number 86' Monohull - General Arrangement Plan – 010101- Rev F. The Master and Owner must ensure spaces accessible through the tiller space hatchway are serviced by a bilge pump and bilge alarm. The Master and Owner must ensure remote means of activation from outside the space is provided for the activation of firefighting or bilge systems. The Master and Owner must ensure hatches are clearly marked on both sides of the hatch cover, with the following text: 'MUST BE CLOSED AT SEA', and for an escape hatch is marked with the additional text - 'ESCAPE – DO NOT OBSTRUCT' (Escape hatches must be capable of being opened from both sides). The Master and Owner must ensure for an escape hatch, the deck is marked with contrasting colour markings that extend at least 100mm past the periphery of the hatch. The Owner must ensure hatch covers are permanently attached to the deck, and the foredeck escape hatch has a coaming of 150mm height. The Owner must ensure hatch covers are fitted with securing devices on all sides. (Hinges are not considered to be a securing device). The Owner must ensure hatch covers have strength, packing and means for securing which are sufficient to maintain watertightness., The Master and Owner must ensure the vessel only operates in category 3 – Fishing vessel. The Master and Owner must ensure additional personal flotation devices (PFD) compliant with NSCV Part C Subsection 7A are located in an accessible location on the working deck. The Master must ensure PFD's are worn when the wind speed is greater than 25knots, seas greater than 2.5m significant wave height, or Force 6 (Beaufort) or greater. The Master must ensure inexperienced crew wear lifejackets at all times. The Master and Owner must ensure crew wear a personal locating beacon (PLB) or a person overboard alert device at all times when on weather decks and not wearing a lifejacket. The Master and Owner must ensure lifejackets are worn at all times when on weather decks during poor visibility or outside of daylight hours. The Owner must ensure a guard rail height of 920 mm is provided on the weather deck perimeter.
EAPPSP-83	MO503	The requirement for the upper deck guardrails to comply with NSCV Part C1 Clause 6.12.4 and Table 30.	The owner and master of the vessel must ensure that the vessel operates within operational area category C - Restricted Offshore Operations to maximum 10 nautical miles from the coast., The master must ensure that passengers and crew wear lifejackets while on the upper deck (special purpose deck)., The owner and master must ensure that one passenger only is allowed on the upper deck (special purpose deck) at any one time with assistance by crew for parachute launch and retrieval only., The owner and master of the vessel must ensure that vessel's parasailing operation is restricted to the hours between gazetted sunrise and sunset only.
EAPPSP-67	MO503	The requirement for the vessel Name/Vessel ID and sister vessels Name/Vessel ID withheld to be powered by two outboard engines in accordance with NSCV Part C Section 5 Subsection 5A Clause 2.14.4.	The owner of the vessel must ensure that a support vessel is permanently available on the mothership to assist when required., The owner and master must ensure that the vessel does not operate in strong wind warnings or significant wave height greater than 1.5 m., The master of the vessel must ensure that there are regular radio communication checks conducted with the mothership., The owner and master must ensure that the vessel is only operated within a radius of 9 nautical miles from the mothership and no more than 1 km from another vessel, within Swains Reef, Great Barrier Reef
EAPPSP-90	MO503	The requirement for the vessel (UVI 455912) to be powered by two outboard engines in accordance with NSCV Part C Section 5 Subsection 5A Clause 2.14.4.	The owner of the vessel must ensure that a support vessel is permanently available on the mothership to assist when required., The owner and master must ensure that the vessel does not operate in strong wind warnings or significant wave height greater than 1.5 m., The master of the vessel must ensure that there are regular radio communication checks conducted with the mothership., The owner and master must ensure that the vessel is only operated within a radius of 9 nautical miles from the mothership and no more than 1 km from another vessel.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-81	MO503	The requirement for the vessel Name/Vessel ID to be powered by two outboard engines in accordance with NSCV Part C Section 5 Subsection 5A Clause 2.14.4.	The owner and master must ensure that the vessel is only operated within a radius of 9 nautical miles from the mothership and no more than 1 km from another vessel, within Swains Reef, Great Barrier Reef. The master of the vessel must ensure that there are regular radio communication checks conducted with the mothership. The owner of the vessel must ensure that a support vessel is permanently available on the mothership to assist when required. The owner and master must ensure that the vessel does not operate in strong wind warnings or significant wave height greater than 1.5 m.
EAPPSP-91	MO503	The requirement for the vessel Name/Vessel ID to be powered by two outboard engines in accordance with NSCV Part C Section 5 Subsection 5A Clause 2.14.4.	The master of the vessel must ensure that there are regular radio communication checks conducted with the mothership., The owner of the vessel must ensure that a support vessel is permanently available on the mothership to assist when required., The owner and master must ensure that the vessel does not operate in strong wind warnings or significant wave height greater than 1.5 m., The owner and master must ensure that the vessel is only operated within a radius of 9 nautical miles from the mothership and no more than 1 km from another vessel.
EAPPSP-82	MO503	The requirement for the vessel Name/Vessel ID to be powered by two outboard engines in accordance with NSCV Part C Section 5 Subsection 5A Clause 2.14.4.	The owner and master must ensure that the vessel is only operated within a radius of 9 nautical miles from the mothership and no more than 1 km from another vessel, within Swains Reef, Great Barrier Reef. The master of the vessel must ensure that there are regular radio communication checks conducted with the mothership. The owner of the vessel must ensure that a support vessel is permanently available on the mothership to assist when required. The owner and master must ensure that the vessel does not operate in strong wind warnings or significant wave height greater than 1.5 m.
EAPPSP-92	MO503	The requirement for the vessel Name/Vessel ID to be powered by two outboard engines in accordance with NSCV Part C Section 5 Subsection 5A Clause 2.14.4.	The master of the vessel must ensure that there are regular radio communication checks conducted with the mothership., The owner and master must ensure that the vessel does not operate in strong wind warnings or significant wave height greater than 1.5 m., The owner of the vessel must ensure that a support vessel is permanently available on the mothership to assist when required., The owner and master must ensure that the vessel is only operated within a radius of 9 nautical miles from the mothership and no more than 1 km from another vessel...
EAPPSP-35	MO503, MO507 and MO503	The requirement for the vessel to be limited to one hinged watertight door per hull., The requirement for each well to be fitted with a minimum freeing port area., The requirement for the vessel's aft stairway from the upper deck to main deck to have a minimum width of 900mm.	The owner and master must ensure that the vessel only operates within C waters, within the Great Barrier Reef; The owner must ensure that the vessel complies with 2 compartment subdivision in accordance with NSCV Part C6 Subsection 6B Ch.8.4; The owner must ensure that hinged watertight doors comply with the construction and performance criteria of Type NSCV C6B Table 39 for Type 3 doors; The owner and master must ensure that each watertight door be fitted with a visible and audio alarm located on the bridge; The owner must ensure that all hinged watertight doors be marked "keep closed at sea" on both sides of the door; The owner and master must ensure that the escape from the upper deck to main deck have a clear width of at least 850mm; The owner must ensure that each well on the vessel is provided with freeing ports that meet the requirements of USL Section 5 Subsection 5C Ch.C67.9-10
EAPPSP-87	MO503	The requirement for the vessel to carry a 100mm adjusted magnetic compass, binoculars, barometer, and a torch for each crew member.	The vessel must be fitted with a minimum 75mm card magnetic compass that complies with NSCV C7C , other than the compass adjustment requirements, The vessel must be operated by Name/Vessel ID withheld in accordance with their safety management system., The vessel must be fitted with a battery powered torch.
EAPPSP-88	MO503	The requirement for the vessel to carry a 100mm adjusted magnetic compass, binoculars, barometer, and a torch for each crew member.	The vessel must be fitted with a minimum 75 mm card magnetic compass that complies with NSCV C7C, other than the compass adjustment requirements., The vessel must be operated by Name/Vessel ID withheld in accordance with their safety management system., The vessel must be fitted with a battery powered torch.
EAPPSP-89	MO503	The requirement for the vessel to carry a 100mm adjusted magnetic compass, binoculars, barometer, and a torch for each crew member.	The vessel must be fitted with a minimum 75 mm card magnetic compass that complies with NSCV C7C, other than the compass adjustment requirements., The vessel must be operated by Name/Vessel ID withheld in accordance with their safety management system., The vessel must be fitted with a battery powered torch.
EAPPSP-48	MO503	The requirement for the vessel to comply with class rules and be surveyed by a recognised organisation (class) for hull, machinery, anchoring equipment and electrical. The requirement for the vessel to comply with the NSCV with respect to: propulsion systems steering systems safety equipment communications equipment other than on board communications systems navigation equipment, and anchoring systems. The requirement for the vessel's superstructure to comply with class rules.	, The owner and master must ensure the vessel operates as a permanently moored vessel within the confines of the Swan river only. The owner must ensure the vessel complies with NSCV Part C3 Chapter 3 Clause 3.2, other than for the above deck structure Part C5A Chapter 1 Clause 1.2.2, other than for Chapter 3 and 6 Part C5B Chapter 1 Cause 1.2.2 The owner and master must ensure the vessel complies with the conditions set out in Exemption 41 Marine Safety (Unpowered barges) Exemption 2018 Schedule 1 for a category 4 barge. The owner of the vessel must ensure that the vessel's above deck structure complies with the Building Code of Australia as if it were constructed on land.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-40	MO503	The requirement for the vessel to comply with NSCV C6A Chapter 7B stability criteria.	The owner must ensure the SMS details procedures for checking and logging detailed weather reports throughout the day., The master must ensure all persons under 12 years of age aboard the vessel are wearing personal flotation devices, (PFDs)., The master must contact the shore station at least every two hours to check weather conditions and advise of the vessels current location and intended operation., The master must not operate the vessel on the eastern side of Lizard Island in the area bounded by North Point and Lizard Head., The master must ensure the vessel is not operated in wind conditions greater than 25 knots, The owner must ensure the vessel complies with the stability criteria of NSCV F2 Chapter 10.1., The master must not operate the vessel further than 5 Nautical mile off Lizard island within the area bounded by Mermaid Cove and Corner Beach or seaward of the internal area of Blue lagoon encompassed by Lizard head, South Island and Palfrey Island as per the diagram contained in the Name/Vessel ID withheld Safety Management System.
EAPPSP-100	MO503	The requirement for the vessel to comply with NSCV Part F2 Clause 10.3 and one of the options 1 to 5 of Table 2 of ISO 12217-1, as applicable.	The owner must ensure that buoyant appliances sufficient to support all persons on board are fitted., The owner must ensure that vessel maintains compliance to ISO 12217-1, design category C., The owner must ensure that vessel is only operated in the Murray River, between Echuca and Torrumborry., The owner must ensure that lifejackets are worn by all persons on board.
EAPPSP-114	MO503	The requirement for the vessel to meet the deemed to satisfy solution for intact and damage stability in Part C6A - Chapter 5A, Part C6B - Chapter 8.4 & 8.5.	The vessel is to be operated no more than 4 hours from a place of safe refuge., The stability documentation is to be assessed and approved by an AMSA Accredited Marine Surveyor with Category b accreditation., The exemption is valid for vessel operations as a 1C passenger vessel only., The number of persons onboard the vessel in C area operations is to be no more than 66 (3 crew and 63 unberthed passengers)., The assessment and approval of the intact and damaged stability documentation shall be carried out to the applicable requirements of the IMO International Code for Safety for High Speed Craft HSC Code 2018 Consolidated Edition
EAPPSP-104	MO503	The requirement for the vessel's jet void hatch coamings to have a height above the deck as specified in USL Section 5 Subsection C.68.	Access to the jet units is to be through a separate access protected in accordance with USL Section 5 Subsection C.68., Hatches are to be permanently attached (hinged or chained) and marked on both sides "MUST BE CLOSED AT SEA" in letters at least 75mm in height., Hatches are to be closed and dogged when the vessel is not underway except where access is required. This is to be outlined in the vessel's SMS., Hatches are to be closed and dogged at all times when the vessel is underway. This is to be outlined in the vessel's Safety Management System (SMS)., The vessel is to operate in operational area category B – Offshore operations or below only., Hatches which form escapes must also be marked with black and yellow (or other contrasting colour) stripes extending 100mm past the periphery of the hatch and "DO NOT COVER" in letters at least 75mm in height., Hatches which form escapes are to be of a type which can be opened from below deck., Spaces that require access for firefighting or bilge pumping must be provided with an external access port., Hatches are to be tested for water tightness to the satisfaction of an AMSA accredited marine surveyor accredited in category g, i, k, and/or l.
EAPPSP-78	MO503	The requirement for the vessel's anchoring system to comply with NSCV Part C Section 7D Clause 2.3.3.	Other than for relocation voyages, the owner and master must ensure that the vessel is operated in class C, between Hamilton Island and Hayman Island and from Airlie Beach to Hayman Island, Queensland., The owner must ensure that the vessel is fitted with an anchoring system complying with Lloyd's Register Rules and Regulations for the Classification of Special Service Craft, July 2017, Part 3 General Requirements and Construction Arrangements, Chapter 5 Anchoring and Mooring Equipment, for the service area equivalent to NSCV Class 1C., The owner must ensure that anchor, chain and shackles must all be Lloyd's (or IACS equivalent) type approved or certified.
EAPPSP-118	MO503	The requirement for the vessel's construction to comply with Lloyd's Rules for the Classification of Ships as specified in NSCV Part C Section 3 Clause 3.2.2.	The owner must ensure the vessel's structure complies with the applicable sections of ISO12215 for a Design Category C vessel., The master must ensure the vessel conducts light operations in operational area category E - Smooth water operations as a class 2 vessel only.
EAPPSP-105	MO503	The requirement for the vessel's guardrails fitted to the raised forward deck/seating area to comply with NSCV Part C1 Table 29.	The owner must ensure the vessel is constructed to drawing 5555TIL-104 Rev A., The owner and master must ensure that no passengers are carried on board., The owner and master of the vessel must ensure that the vessel does not operate in strong wind warnings and significant wave height greater than 1.5 m., The owner and master of the vessel must ensure that safety management system address the risks involved with reduced guardrail height, when forward seating area is used for anchor access., The master must ensure that all persons are seated during voyages.
EAPPSP-34	MO503	The requirement for the vessel's propulsion shaft coupling to comply with NSCV Part C Section 5 Subsection 5A Clause 3.12.5.2, that astern propeller thrust be transferred from the shaft to the coupling by means of fitted cotter bolts.	THE OWNER OF THE VESSEL MUST ENSURE THAT THE VESSEL'S SHAFTING ARRANGEMENT IS IN ACCORDANCE WITH THE INTERNATIONAL MARITIME CONSULTANTS DRAWING NO. 17-1883-025 AND IS APPROVED BY AN ACCREDITED MARINE SURVEYOR TO WITHSTAND THE MAXIMUM ASTERN TORQUE AND AXIAL LOAD CONDITIONS.
EAPPSP-137	MO503	The requirement for the vessel's toilet space to have a headroom of at least 1.9m. The requirement for the doorway to the vessel's toilet space to have a minimum width of 485mm.	A warning label indicating reduced headroom must be clearly visible at the entry to the toilet space., The safety briefing given to passengers before each voyage must include information about toilet access., The safety management system for the vessel must consider risks associated with access to, use of, and exit from the toilet space., Handholds sufficient to assist a person to enter and exit the toilet space must be fitted., The headroom in the toilet space must be sufficient for normal use of the toilet in a seaway to the satisfaction of the accredited marine surveyor conducting the commissioning survey., The master and owner must ensure compliance with all conditions listed on this exemption., The doorway to the toilet space must have a total aperture area of at least 0.32m ² .

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-143	MO503	The requirement that the floor space in each sleeping room meets the floor area requirement., The requirement that the forward deck of the vessel is provided with guardrails or bulwarks.	The master must ensure the maximum number of berthed crew for voyages greater than 36 hours and less than 72 hours, is 4 persons The master must ensure maximum number of berthed crew for voyages less than 36 hours, is 6 persons., This exemption applies to seven sister vessels with unique identifiers Name/Vessel ID withheld and is only valid for operation as a police patrol vessel., The owner must ensure the vessel arrangement and track and rail system, fitted to the forward part of the vessel meet NSCV C1 requirements – 6.17.1 (a), (c), (d), (e), (h)(i) and 16.7.3 (b), (d), and (e). The owner and master must ensure that crew only, are allowed to access any deck area where handrails are not fitted complying with NSCV requirements. The owner and master must ensure that crew wear lifejackets and harnesses at all times when on the forward deck. The owner and master must ensure that passengers are not allowed to access any area of the vessel that is not fitted with guardrails or bulwarks complying with NSCV requirements.
EAPPSP-212	MO503	The requirement that the floor space in each sleeping room meets the floor area requirement., The requirement that the forward deck of the vessel is provided with guardrails or bulwarks.	The owner must ensure the vessel arrangement and track and rail system, fitted to the forward part of the vessel meet NSCV C1 requirements – 6.17.1 (a), (c), (d), (e), (h)(i) and 16.7.3 (b), (d), and (e). The owner and master must ensure that crew only, are allowed to access any deck area where handrails are not fitted complying with NSCV requirements. The owner and master must ensure that crew wear lifejackets and harnesses at all times when on the forward deck. The owner and master must ensure that passengers are not allowed to access any area of the vessel that is not fitted with guardrails or bulwarks complying with NSCV requirements., The master should ensure that for voyages greater than 36 hours, crew sharing a cabin are on opposite watches., This exemption applies to seven sister vessels with unique identifiers Name/Vessel ID withheld and is only valid for operation as a police patrol vessel.
EAPPSP-125	MO503	The requirement that the vessel's anchoring system comply with the requirements of NSCV Part C7D., The requirement that a dedicated provisions storeroom and cool-room be provided., The requirement that a locker with hanging space be provided for each person.	, The master and owner must ensure compliance with all conditions listed on this exemption., The vessel must be owned and operated by a Name/Vessel ID withheld agency for fisheries compliance operations only., The vessel must not engage in more than three voyages over 72 hours in duration in any calendar year unless the additional voyages are provided for under a temporary operations exemption from AMSA. Each voyage must not exceed 168 hours (7 days) unless otherwise provided for under a temporary operations exemption. A food usage and storage plan must be recorded in the safety management system for the vessel before each voyage exceeding 72 hours in duration., The vessel's primary and secondary anchoring system must comply with the MCA Workboat Code published December 2018 for Area Category 0 'Unrestricted service'. The safety management system for the vessel must include arrangements for preventing UV damage to anchoring ropes. This may include storage arrangements and/or selection of a UV-resistant material., A space suitable for hanging boarding jackets must be provided for all crew and special personnel. This may be in a communal area. Each berthed person must have at least 0.08m ³ of drawer space with at least one lockable drawer.
EAPPSP-184	MO503	The requirement to carry lifejackets and liferafts as required by Table 2 for service category 1C.	Please note this decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law., The owner and master must ensure that the vessel does not carry more than 8 crew and 10 passengers, and carries lifejackets and liferafts as required by NSCV Part C7A for service category 1B operations.
EAPPSP-70	MO503	The requirement to conduct a hydrostatic pressure test for vessel's FM 200 gas cylinder	The owner must ensure external inspections of the gas cylinder are conducted by a competent person (as defined in NSCV C4 S13.8) at intervals not exceeding 12 months, and any damage ,or corrosion is reported to the national regulator
EAPPSP-195	MO503	The requirement to display a subdivision load line mark., The vessels; Name/Vessel ID withheld , Name/Vessel ID withheld , and Name/Vessel ID withheld are exempt from the following:, The vessel's Marine Air Flow forced air ventilation system to have minimum coaming in accordance with USL 5C.70.1	Please note this decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law.
EAPPSP-225	MO507 and MO503	The requirement to have a load line certificate, The requirement to have a load line mark affixed to the vessel	The owner must ensure that the vessel is permanently moored in a location with environmental characteristics of Operational area category D as per NSCV Part B., This exemption ceases to be valid if the vessel triggers a change mentioned in Schedule 1 of Marine Order 503, other than Item 6(c) or 6(d)., The owner must ensure that there are no persons on board whilst being towed., Please note this decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law.
EAPPSP-112	MO503	The requirement to have a minimum headroom of 1900 mm in an accommodation space.	The Master must ensure: crew and passengers in the cabin remain seated when the vessel is underway the low section of cabin hardtop is taped with hazard colours for identification, The Owner must ensure: the minimum headroom within the cabin is not less than 1880 mm. the vessel's safety management system (SMS) contains procedures to reduce the risks due to the reduced headroom in the cabin and toilet.
EAPPSP-76	MO503	The requirement to meet Rule 23(a)(iii), Annex I 3(b) and MSC.1/Circular.1260 Rev.1 – Unified Interpretations of COLREG 1972, as Amended – (23 May 2014) in regard to the positioning of sidelights not more than 10% of the breadth of the vessel inboard from the side, up to a maximum of 1 metre.	The owner must ensure the position of sidelights is not amended from the original construction and remains at least 3.69 metres from centre line of the ship.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-77	MO503	The requirement to meet Rule 23(a)(iii), Annex I 3(b) and MSC.1/Circular.1260 Rev.1 – Unified Interpretations of COLREG 1972, as Amended – (23 May 2014) in regard to the positioning of sidelights not more than 10% of the breadth of the vessel inboard from the side, up to a maximum of 1 metre.	The owner must ensure the position of sidelights is not amended from the original construction and remains at least 3.69 metres from centre line of the ship.
EAPPSP-156	MO503	The requirement to meet the minimum shaft diameter specified in NSCV Part C5A Ch.3.10.3	The owner must ensure that the vessel's shafting arrangement, in its entirety, including associated appendages be approved to the rules of the American Bureau of Shipping (ABS) Rules for Building and Classing, High Speed Craft January 2019, Part 4 craft systems and machinery.
EAPPSP-123	MO503	the requirement to position the masthead light in accordance with Col Regs: Annex 1; the requirement for lights in a vertical lined to be spaced with 2m between lights; and the requirement for day shapes to be 600m in diameter.	The owner must ensure navigation lights are arranged as shown in drawing C-0766-411 RevB Mast and Nav Lights; and the vessel's area of operation is limited to voyages in D and E waters between Brisbane and the Gold Coast., The owner must ensure day shapes of at least 300mm in diameter are provided onboard.
EAPPSP-146	National Law	The requirements for the vessel to have a unique identifier clearly and prominently displayed.	The owner and master of the vessel must ensure that the vessel is used in connection with Name/Vessel ID withheld covert operations only., The owner of the vessel must ensure that at any time when the above mentioned conditions are not satisfied, the vessel's unique identifier is displayed as specified in Marine Order 502. Please note this decision does not relieve any person from the general safety duties which arise under Part 3 of the National Law, The owner and master of the vessel must ensure that the vessel's unique identifier is displayed inside the vessel., The owner and master of the vessel must ensure that a number provided by Maritime Safety Queensland for the purpose of covert operations is clearly displayed on the vessel.
EAPPSP-179	MO503	The requirements for the vessel to have shell plating scantling increased and centreline fitted through the length of the hull, as required by Lloyd's Register Special Service Craft Rules, Part 7 Chapter 3 Section 5 Clause 3.6.6 and Clause 5.3.1.	The owner must ensure the vessel is designed, built and surveyed to the requirements of National Law - Marine Surveyors Accreditation Guidance Manual., The owner must ensure that the vessel is built with minimum 4 mm shell plate and longitudinal stringer density of 120 mm centres in the compound flared bow forward of frame 10, above the chine and below the sheer fender, with minimum 5 mm hull sides elsewhere, as referenced in Global Marine Design "Details of proposed 4 mm flare shell plate"., The owner must ensure the vessel is built with bar keel of minimum 25 mm, as referenced in Global Marine Design document "Details of proposed bar keel"., The master and owner must ensure the vessel only operates in category 3 - rock lobster fishing operation.
EAPPSP-171	National Law	The requirements for the vessels - Name/Vessel ID withheld and Name/Vessel ID to have a unique identifier clearly and prominently displayed.	The owner and master of the vessels must ensure that each vessel is used in connection with Name/Vessel ID withheld operations only. The owner and master of the vessel must ensure that a number provided by Department of Name/Vessel ID withheld for the purpose of covert operations is clearly displayed on the vessel. The owner and master of the vessels must ensure that the vessel's unique identifier is displayed inside the vessel. The owner of the vessel must ensure that the vessel's unique identifier is displayed as specified in Marine Order 502, when not engaged in covert operations. Please note this decision does not relieve any person from the general safety duties which arise under Part 3 of the National Law
EAPPSP-128	MO503	The requirements for the vessel's external stair evacuation routes from sun deck to upper deck and from upper deck to main deck to comply with NSCV Part C, Section 1, Chapter 5, Table 19.	The owner and master must ensure that maximum number of passengers allowed on each deck above main deck having single external access is 36, and stairway width from upper deck to main deck and from sun deck to upper deck is not less than 870 mm., The owner must ensure the evacuation trial report is included in the vessel safety management system, that the risks associated with the vessel escape paths are assessed, and appropriate controls implemented (including proper briefing and training of the crew in the passenger evacuation)., The owner of the vessel must ensure that the vessel's Safety Management System addresses the crew member responsibilities and procedures for supervising passengers evacuations., The owner and master of the vessel must ensure that no passengers have access to spaces below the main deck in class 1E operation., The owner and master of the vessel must ensure that an evacuation drill for the vessel's full complement of crew and passengers in class 1E, to disembark from the vessel in significantly less time than the NSCV requirements, to be demonstrated to the satisfaction of AMSA accredited marine surveyor.
EAPPSP-147	MO503	The stairways providing access from the decks listed below are exempted from the minimum width requirements of NSCV C1: Sun Deck to Main Deck Lower Deck Guest Accommodation to Main Deck; and Swim Platform to Main Deck.	The owner and master must ensure that for 2C Operations, no passenger access is permitted on stairway 7 & 8 and restricted access only is permitted on stairway 5, as shown on drawing Name/Vessel ID Stairways Arrangement.pdf, The owner and master must ensure that for 1D Operations, no passenger access is permitted on stairways 3, 5, 7 & 8, as shown on drawing Name/Vessel ID Stairways Arrangement.pdf (provided with the application)., The owner must ensure the evacuation trial report is included in the vessel safety management system, that the risks associated with the vessel escape paths are assessed, and appropriate controls implemented (including proper briefing and training of the crew in the passenger evacuation)., The owner and master must conduct a practical evacuation trial with at least 41 persons and demonstrate that all persons within the vessel can escape along the nominated routes to muster stations within 5 minutes. This trial must be witnessed by an AMSA accredited marine surveyor and a report sent to AMSA to support the application for a certificate of survey.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-207	MO503	The vessel is exempt from NSCV Part C1 Clause 6.12.4 and Table 30 Measure 7 - Wearing of lifejacket when on a special working deck.	THE OWNER MUST ENSURE THAT THE VESSEL'S SAFETY MANAGEMENT SYSTEM INCLUDES PROCEDURES TO IMPLEMENT THE CONDITIONS OF THIS EXEMPTION, THE OWNER AND MASTER MUST ENSURE THAT LIFEJACKETS ARE WORN AT ALL TIMES WHEN ON THE SPECIAL WORKING DECK DURING POOR VISIBILITY OR OUTSIDE DAYLIGHT HOURS., THE OWNER AND MASTER MUST ENSURE THAT CREW WEAR PERSONAL LOCATING BEACONS (PLB) OR A PERSON OVERBOARD ALERT DEVICE ON THEIR BODY AT ALL TIMES WHEN ON THE SPECIAL WORKING DECK AND NOT WEARING A LIFEJACKET., THE OWNER AND MASTER MUST ENSURE THAT INEXPERIENCED CREW WEAR A LIFEJACKET AT ALL TIMES., THE OWNER AND MASTER MUST ENSURE THAT PFD'S ARE WORN IN "POOR WEATHER", WHICH IS CHARACTERISED BY ASSUMED GUSTING WIND SPEED GREATER THAN 25 KNOTS, SEA GREATER THAN 2.5M SIGNIFICANT WAVE HEIGHT, AND FORCE 6 (BEAUFORT) OR GREATER, THE OWNER AND MASTER MUST ENSURE THAT THE VESSEL ONLY OPERATES IN CATEGORY 3 – FISHING VESSEL ONLY, THE OWNER AND MASTER MUST ENSURE THAT ADDITIONAL PERSONAL FLOTATION DEVICES (PFD) COMPLIANT WITH NSCV PART C SUBSECTION 7A ARE LOCATED IN AN ACCESSIBLE LOCATION ON THE SPECIAL WORKING DECK, THE OWNER MUST ENSURE THAT A 900MM HIGH GUARD RAIL/BULWARK IS PROVIDED AROUND THE SPECIAL WORKING DECK PERIMETER.
EAPPSP-180	MO503	The vessel is exempt from the following requirements NSCV Part C1 Ch.5.8.2.7 for the fwd engine room escape to not pass through a watertight door. NSCV Part C1 Ch.5.8.3.4 for the flybridge ladder to be specified as a low capacity passenger escape. NSCV Part C4 Ch.4.5.1 as far as the structural fire protection to have an A-30 rating. NSCV Part C4 Ch.4.6.1.2 and Ch.4.6.2 for penetrations to be assessed in accordance with FTP Code, Annex 1, Part 3, A class division requirements. NSCV Part C4 Ch.4.6.5.1 for the use of a steel or equivalent watertight door. NSCV Part C5A Ch.2.19.9.6 for the fitment of a flowmeter or exhaust gas pyrometer with alarm. NSCV Part C5B Ch.2.16 for the vessel to be fitted with lightning protection. NSCV Part C6B Ch.11.1 for the vessel to display a subdivision loadline mark.	The master and owner must ensure that the safety management system includes a passenger briefing on the safe use of the flybridge ladder including the requirement to face forward when using the ladder, as well as displaying signage in a prominent location. The master and owner must ensure that the vessel is limited to daylight hours of operation only in operational areas C - Restricted offshore operations and below only, other than when undertaking a relocation voyage without passengers. The owner must ensure the vessel is fitted with NAUTILUS MFB30 structural fire protection. The owner must ensure that if the vessel triggers a change mentioned in Schedule 1 of Marine Order 503, then the vessel is fitted with structural fire protection complying with NSCV Part C4. The owner must ensure that penetrations through a fire boundary are approved to the same requirements as set out in the FTP Code, Annex 1, Part 3, A class division requirements. The owner must ensure that engine room doors to be constructed and fitted with structural fire protection material in the same manner as the surrounding bulkhead, and door seals and gaskets to be made of non combustible material. The owner must ensure that there are effective means to identify a failure of the water supply for wet exhaust system, or avoid damage to exhaust system from water supply failure to the satisfaction of the attending accredited surveyor. The owner must ensure that the safety management system includes procedures for the avoidance and safe operation with regards to lightning strikes.
EAPPSP-200	MO503	The vessel is exempt from the following requirements: to apply the relevant Lloyds Rules as specified in Table 1 of NSCV Part C3 for a vessel > 13 m measured length and NSCV Part C5B Ch.2.16 for the vessel to be fitted with lightning protection.	A copy of this exemption must be attached to the vessels certificate of survey and carried on-board the vessel., THE VESSEL IS RESTRICTED TO SERVICE CATEGORIES 2D OR 2E ONLY. ANY CHANGE TO SERVICE CATEGORY WILL INVALIDATE THIS EXEMPTION., THE OWNER MUST ENSURE THAT AN ACCREDITED SURVEYOR CONDUCTS PLAN APPROVAL, CONSTRUCTION AND COMMISSIONING PHASE SURVEYS IN ACCORDANCE WITH THE REQUIREMENTS OF SAGM PART 2 CHAPTER 3., THE OWNER MUST ENSURE THAT THE SAFETY MANAGEMENT SYSTEM INCLUDES PROCEDURES FOR THE AVOIDANCE AND SAFE OPERATION WITH REGARDS TO LIGHTNING STRIKES., THE OWNER MUST ENSURE THAT THE VESSEL MEETS THE DEEMED-TO-SATISFY SOLUTION MENTIONED IN NSCV PART C3 CHAPTER 3.2.2 FOR A VESSEL THAT IS =13 m MEASURED LENGTH., Please note this decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law.
EAPPSP-204	MO503	The vessel is exempt from the following requirements:-, NSCV Part C4 Ch.4.6.5.1 for the use of a steel or equivalent watertight door., NSCV Part C4 Ch.4.6.1.2 and Ch.4.6.2 for penetrations to be assessed in accordance with FTP Code, Annex 1, Part 3, A class division requirements., NSCV Part C1 Ch.5.8.2.7 for the fwd engine room escape to not pass through a watertight door., NSCV Part C5B Ch.2.16 for the vessel to be fitted with lightning protection., NSCV Part C4 Ch.4.5.1 as far as the structural fire protection to have an A-30 rating., NSCV Part C1 Ch.5.8.1 for the the provision of viable means of escape from the engine room.	THE OWNER MUST ENSURE THAT THE VESSEL'S SAFETY MANAGEMENT SYSTEM INCLUDES PROCEDURES FOR THE AVOIDANCE AND SAFE OPERATION WITH REGARDS TO LIGHTNING STRIKES., THE OWNER MUST ENSURE THAT OPERATIONS ARE LIMITED TO MARINE SEARCH AND RESCUE PURPOSES ONLY., THE OWNER MUST ENSURE THAT PENETRATIONS THROUGH A FIRE BOUNDARY ARE APPROVED TO THE SAME REQUIREMENTS AS SET OUT IN THE FTP CODE, ANNEX 1, PART 3, A CLASS DIVISION REQUIREMENTS., THE OWNER AND MASTER MUST ENSURE THAT ACCESS INTO THE ENGINE ROOM AT SEA IS FOR EMERGENCY PURPOSES ONLY., The owner must ensure that if the vessel triggers a change mentioned in schedule 1 of Marine Order 503, then the vessel is fitted with structural fire protection complying with NSCV Part C4., THE OWNER MUST ENSURE THAT ENGINE ROOM DOORS TO BE CONSTRUCTED AND FITTED WITH STRUCTURAL FIRE PROTECTION MATERIAL IN THE SAME MANNER AS THE SURROUNDING BULKHEAD, AND DOOR SEALS AND GASKETS TO BE MADE OF NON COMBUSTIBLE MATERIAL., THE OWNER AND MASTER MUST ENSURE THAT OPERATIONS ARE LIMITED TO WITHIN 60 NAUTICAL MILES OFFSHORE, THE OWNER MUST ENSURE THE VESSEL IS FITTED WITH NAUTILUS MFB30 STRUCTURAL FIRE PROTECTION.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-247	MO503	The vessel is exempt from the requirement for the hull, superstructure and appendages to be designed and constructed in accordance with the relevant Lloyds Rules.	Please note this decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law, The owner and master must ensure that the vessel is operated in significant wave heights not exceeding 2m and in wind conditions not exceeding Beaufort 6., The owner and master must ensure that the vessel use is limited to Class 2 operations in all operational areas up to and including partially smooth (D waters)., The owner must ensure that the vessel's hull, superstructure and appendages are designed and constructed in accordance with the relevant parts of ISO 12215 for a design category of at least ISO C - Inshore and using a loaded displacement mass (mLDC) as defined by ISO8666 for the maximum vessel complement and consumables., The owner must ensure that the vessel has approved drawings and be surveyed for compliance against the requirements of NSCV parts C1, C2, C4, C5, C6 and C7.
EAPPSP-167	MO503	The vessel is exempt from the requirement prohibiting a single means of escape from the engine space being via a watertight door., The vessel is exempt from the requirement to have a bulwark or guardrail with a minimum height of 600mm on a special working deck in operational area C.	The owner and master must ensure that personnel wear lifejackets at all times whilst on the working deck., The owner and master must ensure that no passengers are carried., The owner must ensure that signage is provided on either side of the watertight door stating "MUST BE CLOSED AT SEA", The owner must ensure that procedures for accessing the engine space via the forward watertight door are included in the vessel SMS. Such procedures must take into account considerations for confined space entry and ensure that the watertight door is closed when not in use, The owner and master must ensure that personnel wear harnesses and tethers attached to clipping points whilst on the working deck., The owner and master must ensure that temporary railing is installed across the transom whenever towed equipment is not being deployed or recovered.
EAPPSP-95	MO503	The vessel is exempt from the requirement to apply the relevant Lloyds Rules as specified in Table 1 of NSCV Part C3 for a vessel > 13 m measured length.	THE OWNER MUST ENSURE THAT AN ACCREDITED SURVEYOR CONDUCTS CONSTRUCTION PHASE SURVEYS IN ACCORDANCE WITH SAGM PART 2 CHAPTER 3.10., THE OWNER MUST ENSURE THAT THE VESSEL MEETS THE DEEMED-TO-SATISFY SOLUTION MENTIONED IN NSCV PART C3 CHAPTER 3.2.2 FOR A VESSEL THAT IS ≥13 m MEASURED LENGTH.
EAPPSP-229	MO503, National Law	The vessel is exempt from the requirement to be designed and constructed in accordance with the relevant Lloyds Rules., The vessel is exempt from the requirement to undergo structural design approval and construction surveys.	Please note this decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law, The owner and master must ensure that the vessel use is limited to Class 2 operations in all operational areas up to and including partially smooth (D waters)., The owner must ensure that the vessel is surveyed for compliance against the requirements of NSCV parts C1, C2, C4, C5, C6 and C7 in accordance with DCV-ITS-016., The owner must ensure that vessel is certified for CE Module B+C (Conformity to type) and the documentation evidencing this, as specified in SAGM 3.9.3(4), must be presented to AMSA, along with a copy of this exemption, when application is made for a certificate of survey., The owner must ensure that the vessel's hull, superstructure and appendages are designed and constructed in accordance with the relevant parts of ISO 12215 for a design category of at least ISO C - Inshore and using a loaded displacement mass (mLDC) as defined by ISO8666 for the maximum vessel complement (14 persons) and consumables.
EAPPSP-219	MO503	The vessel is exempt from the requirement to carry nautical paper charts., The vessel is exempt from the requirement to carry an echo sounder.	The owner of the vessel must ensure that the following conditions are met: 4. The master's knowledge of the waters specified in Condition 1 must be assessed and found to be adequate for the safe navigation of the vessel before taking command and at two-yearly intervals thereafter., The master and owner of the vessel must ensure that the following conditions are met: 1. The vessel must operate for ferry operations in Sydney Harbour, New South Wales in operational area category D – Partially smooth water operations or below only. 2. The vessel must be equipped with an operable electronic chart system ECS, radar, and thermal imaging camera appropriate for navigating the waters specified in Condition 1. 3. The safety management system for the vessel must outline procedures to ensure compliance with the conditions of this exemption.
EAPPSP-172	MO503	The vessel is exempt from the requirement to comply with Clause 3.2.2., Table 1 of NSCV Part C3	The master must ensure that the service speed does not exceed 30 knots., The owner must ensure:, This exemption ceases to be valid if the vessel triggers a change mentioned in Schedule 1 of Marine Order 503, other than Item 6(c) or 6(d)., Please note this decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law., the full load displacement must not exceed the original design displacement; and, that the initial structural survey, conducted by an accredited marine surveyor, is conducted in accordance with SAGM and USL Section 14 Annex IV (for a vessel not surveyed during construction). Additionally further non-destructive testing shall be completed, to the satisfaction of the attending surveyor, to identify potential delamination or osmosis., This exemption is limited to classes 2C and 1E as per the original design approval., the vessel's structure must be designed and approved in accordance with GES2010/02, with the exception of the 13m length limitation; and
EAPPSP-38	MO503	The vessel is exempt from the requirement to comply with Schedule 1 of the International Regulations for Preventing Collisions at Sea (COLREGS), 1972 Part C, Rule 21(a),(b),(c)&(d); with regards to: the masthead light not being placed over the centreline of the vessel; and the starboard sidelight not being placed near the side of the vessel or on the vessel's centreline; and the stern and towing lights not being placed as nearly as practicable at the stern.	The vessel's navigation light arrangement must be in accordance with approved drawing number (BV-A) 517500-810-001-A
EAPPSP-79	MO503	The vessel is exempt from the requirement to comply with the additional comprehensive towing criterion outlined in NSCV Part C, Section 6, Subsection 6A Clause 6.6.3.2.	The owner and master must ensure that the contents of fuel oil tanks 14 and 15 are transferred to Tank 5 in the arrival condition (25% consumables)., The owner and master must ensure that the towing stability complies with the criteria of BV Rules for Ships (Jan 2017) Part D, Ch14, Sec 2., The owner must ensure the vessel survey is conducted by Bureau Veritas and a current certificate of class is in force.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-222	MO503	The vessel is exempt from the requirement to comply with the deemed to satisfy alternative construction standards for vessels not in class and less than 35m in measured length.	The owner and master must ensure that operations occur within 2 hours before and 2 hours after low tide when operating outside of smooth water limits., The owner and master must ensure that operations are limited to within 50m of the shore in operational area category D waters and below, and significant wave heights not exceeding 0.5m from trough to crest., The owner must ensure that the vessel is designed and built to an equivalent standard for which the Name/Vessel ID withheld was approved by the United States Coast Guard in their letter 16715/DKP10184D595 to Name/Vessel ID withheld . dated 21 March 1995., The owner must ensure that the vessel is surveyed at high survey frequency as set out in Schedule 3 Table 1 of Marine Order 503.
EAPPSP-116	MO503	The vessel is exempt from the requirement to comply with the NSCV C5A standard for the design of the propeller shafts and their keys and keyways.	The owner and master must ensure that the vessel is used in non-passenger carrying operations for service category Class 2C and below., The owner must ensure that the propeller shaft design is compliant with the requirements of the ABYC P-6 standard for Propeller Shafting Systems using a minimum design co-efficient of 7.5., The owner must ensure that the propeller shafts are withdrawn and tested for straightness and cracking at the time of initial survey and every renewal survey thereafter.
EAPPSP-141	MO503	The vessel is exempt from the requirement to comply with the NSCV C7A, Table 2 - scales of safety equipment for Class 1C vessels - Inflatable Coastal life raft for 100% complement.	The master must not to operate the vessel in conditions exceeding Beaufort level 6 and must conduct dynamic weather assessments throughout and during all vessel operations., The owner and master must ensure the vessels Safety Management System (SMS) includes documented risk assessments and mitigation for emergency response and rescue., The master must only operate the vessel within 1.5nm from the mainland coastline or gazetted sheltered waters., The owner and master must ensure the vessel is fitted with sufficient buoyant appliances, lifebuoys or both for 100% complement.
EAPPSP-71	MO503	The vessel is exempt from the requirement to determine its anchoring arrangements in accordance with NSCV Part C, Section 7, Subsection 7D	The owner and master must ensure that the vessel is only operated in designated operational area category D and E waters., The owner and master must ensure that emergency anchoring procedures are included in the vessel Safety Management System., The owner must ensure that the vessel is fitted with an anchoring system complying with Lloyd's Register Rules and Regulations for the Classification of Special Service Craft (SSC rules) for Lloyds service group 2 (G2) or greater., All components of the anchoring system must be certified or type approved by Lloyds Register or other IACS classification society.
EAPPSP-237	National Law	The vessel is exempt from the requirement to display a unique identifier during covert operations, and the carriage of a lifebuoy with light.	2.The vessel's unique identifier must be displayed inside the vessel., 4.All persons on-board must wear a personal flotation device at all times., 3.At any time when conditions 1-2 are not satisfied, the vessel's unique identifier must be displayed as specified in Marine Order 502., 1.The vessel must be used in connection with Name/Vessel ID withheld covert operations only., 5.The vessel must have a safety management system that complies with Marine Order 504 and specifically risk assesses a person overboard including retrieval without the use of a lifebuoy.
EAPPSP-45	MO503	The vessel is exempt from the requirement to have coamings on the deck hatches giving access to the steering compartment (well deck port and starboard) and the foredeck (chain locker and accommodation), The vessel is exempt from the requirement to comply with the NSCV C5A Clause 6.8.7 for the design of the sole pieces., The vessel is exempt from the requirement that at least one means of escape from the engine space not be via a watertight door.	This exemption applies to seven sister vessels with unique identifiers Name/Vessel ID withheld , The owner and master must ensure that the vessel safety management system includes provisions for ensuring the watertight doors and escape hatches are not obstructed. The owner and master must ensure that the vessel safety management system includes procedures for accessing the machinery space, steering compartment and the chain locker., The owner must ensure that the sole-piece is designed in accordance with the rules of a classification society for a operational area category equal to or greater than NSCV 2B operations., The owner must ensure that flush hatches are clearly marked on both sides with the text - MUST BE CLOSED AT SEA The owner must ensure that flush hatches that form part of escapes are marked with contrasting colour markings to 100 mm past the periphery of the hatch, and the text DO NOT COVER The owner must ensure that the flush hatches that form part of escapes are of the FREEMAN type (or similar type approved hatch) , to enable opening from the inside. The master must ensure that the flush hatches are permanently dogged when at sea, and fitted with flush securing devices. The owner must ensure that foredeck hatches are hinged on the forward side.
EAPPSP-53	MO503	The vessel is exempt from the requirement to have the foredeck escape hatches and accommodation doorways sized in accordance with the requirements of the NSCV for access and escape routes., The vessel is exempt from the requirements of the USL Code Section 5, Subsection D Clause D.27 regarding the location of side scuttles above the waterline and the provision of hinged deadlights as they apply to the underwing inversion escape hatches located on the inboard side of each hull.	The owner and master must ensure that a maximum of 4 persons per side are located in the below deck accommodation at any time; and a maximum of 2 persons are occupying a berthed cabin at any time., The owner and master must ensure that the vessel is operated in operational area C waters or below., The owner must ensure that the Safety Management System includes a daily inspection of the watertight integrity of the inversion hatches., The owner must ensure the foredeck escape hatch size is at least 430 x 430 mm and the cabin doorway size is at least 455 x 1660 mm
EAPPSP-235	MO503,	The vessel is exempt from the requirement to install seamless heavy gauge metallic fuel piping for the fuel fill and vent lines., The vessel is exempt from the requirement to carry a lifebuoy with light., The vessel is exempt from the requirement to carry backup paper navigation charts., The vessel is exempt from the requirement to locate the fuel tank vent at a minimum height of 760mm above the weather deck., The vessel is exempt from the requirement to display a unique identifier during covert operations.	The fuel tank vent pipes must have a minimum height of 550mm off the weatherdeck and be fitted with non-return valves., All persons on-board must wear a personal flotation device at all times., The vessel's unique identifier must be displayed inside the vessel., At any time when the previous 2 conditions are not satisfied, the vessels unique identifier must be displayed as specified in Marine Order 502., Flexible piping used in the fuel system must comply with the requirements of NSCV C5A 4.10.12, The vessel must be used in connection with Name/Vessel ID withheld covert operations only., The vessel must have a safety management system that complies with Marine Order 504 and specifically addresses the retrieval of a person overboard without the use of a lifebuoy.
EAPPSP-145	MO503	The vessel is exempt from the requirement to meet the intact and towing stability criteria specified in NSCV Part C - Design and Construction, Subsection 6A.	The surveyor, owner and master must ensure that the vessels stability complies with the International Code on Intact Stability, 2008; and Bureau Veritas Rules for Ships Pr D, Chapter 14.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-58	MO503	The vessel is exempt from the requirement to undergo initial survey., The vessel is exempt from the requirement to be surveyed against the standards applicable to a transitional vessel.	The owner and master must ensure that the vessel remains within VHF radio coverage of a Limited Coastal Station (LCS)., The owner and master must ensure that the vessel is operated within Port Phillip or Westernport Bays or on a transit voyage between these bays only. Transit voyage must be undertaken during daylight hours only, within 3 nautical miles to seaward from coast, when weather conditions do not exceed wind speed 25 knots, or significant wave height of 2 meters., The owner and master must ensure that the vessel is used only for commercial fishing or recreational purposes., No upgrade in service is permitted., The owner must ensure that the vessel is equipped and subject to periodic survey in accordance with the requirements of AMSA EX40 - Marine Safety (Class C restricted operations) Exemption 2018 Division 3.
EAPPSP-221	MO503, National Law	The vessel is exempt from the requirement to undergo structural design approval and construction surveys., The vessel is exempt from the requirement to be designed and constructed in accordance with the relevant Lloyds Rules.	Please note this decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law, The owner and master must ensure that the vessel use is limited to Class 2 operations in all operational areas up to and including restricted offshore operations, or Class 1 operations in partially smooth and smooth waters only., The owner must ensure that vessel is certified for CE Module G (Conformity based on unit verification) and the documentation evidencing this, as specified in SAGM 3.9.3(4), must be presented to AMSA, along with a copy of this exemption, when application is made for a certificate of survey., The owner must ensure that the vessel has approved drawings and be surveyed for compliance against the requirements of NSCV parts C1, C2, C4, C5, C6 and C7., The owner must ensure that the vessel's hull, superstructure and appendages are designed and constructed in accordance with the relevant parts of ISO 12215 for a design category of at least ISO B - Offshore and using a loaded displacement mass (mLDC) as defined by ISO8666 for the maximum vessel complement (23 persons) and consumables.
EAPPSP-109	MO503	THE VESSEL IS EXEMPT FROM THE REQUIREMENT UNDER NSCV, C1, 6.12.3 & 6.12.4 TO COMPLY WITH BULWARKS AND FIXED GUARDRAILS ON THE MAIN DECK WHILST OPERATING UNDER CERTAIN CONDITIONS.	THE OWNER MUST ENSURE THE DECK SURFACE IS SLIP RESISTANT AND SAFETY YELLOW NO-GO ZONES ARE MARKED ON DECK EXTENDING ONE METRE PAST THE BULWARK OPENING, THE MASTER MUST ENSURE GUARDRAILS ARE ONLY REMOVED IN DAYLIGHT HOURS, DURING GOOD VISIBILITY AND WHEN THE VESSEL IS ENGAGED IN NETTING OPERATIONS. THE GUARDRAILS MUST BE FITTED AT ALL OTHER TIMES, THE MASTER MUST ENSURE THE FOLLOWING WHEN GUARDRAILS ARE REMOVED: AN OBSERVER MUST BE PRESENT AND CREW SHALL WORK IN PAIRS WITH A CLEAR LINE OF COMMUNICATION TO THE MASTER ALL CREW WEAR A LIFEJACKET AND A PERSONAL LOCATOR BEACON OR OVERBOARD ALERT DEVICE WHEN ON DECK AN ADDITIONAL LIFEBOUY WITH BUOYANT LINE SHALL BE FITTED ON MAIN DECK, THE OWNER AND MASTER MUST ENSURE THAT THE SAFETY MANAGEMENT SYSTEM ADDRESSES THE RISK TO PERSONS OR CREW OPERATING ON AN OPEN DECK WHEN GUARDRAILS ARE REMOVED. THIS SHALL INCLUDE THE USE OF RECOVERY NET OR OTHER EFFECTIVE MEANS TO RECOVER A PERSON OVERBOARD.
EAPPSP-197	MO503	The vessel is exempt from the requirements of USL Code Section 13 Appendix H.4 - Windlass, The vessel is exempt from the requirement of USL Code Section 16 Rule 27 'Vessel not under command or restricted in their ability to manoeuvre' - Navigation Lights	The owner and master must ensure that operations are limited to the Tweed River and Terranora Lakes, on planned routes where anchoring is not required., The owner and master must ensure that the process of recovering the anchor (mass not to exceed 35kg), in case of emergency deployment, is risk assessed and appropriate controls implemented on a case by case basis., The owner and master must ensure that operations are limited to the Tweed River and Terranora Lakes, in water depths where the vessel can be immediately be safely anchored in case of loss of propulsion or steerage.
EAPPSP-202	MO507 and MO503	The vessel is exempt from the requirements of USL Code Section 7 Part 11 69.3 which would require the hatch coaming of the port chain locker to be 300mm., The vessel is exempt from the requirements of USL Code Section 7 Part 11 69.6 which would require the main deck freeing port area to be 1.435 metres squared.	The owner and master must ensure the vessel main deck has a minimum freeing port area of 1.36 square metres., The owner and master must ensure that the port chain locker hatch cover is marked 'Must be kept closed at sea', The owner and master must ensure that the port chain locker hatch is kept closed at sea.
EAPPSP-208	MO503	The vessel is exempt from the requirements of USL Code Subsection 5D Clause 25.1 - Coaming height of ventilators for the engine room intakes.	The owner and master must ensure that operations are limited to service category 2D only.
EAPPSP-216	MO503	The vessel is exempted from the requirements of NSCV C1 5.8 Escape from Spaces and NSCV C1 5.9 Evacuation Paths - in relation to the width and arrangement of the access along the side decks.	The owner and master must ensure that passengers only access and leave the foredeck with the permission of the master, assisted by the crew., The owner and master must ensure that NSCV C1 requirements for 'field of vision from the primary operating station' are complied with whilst passengers are on the foredeck., The owner and master must ensure that passengers are not permitted on the foredeck when raining or during times of poor visibility or wind speed in excess of 15 knots., The owner and master must ensure that passenger movement along each side deck (port and starboard) is in one direction only., The owner and master must ensure that passengers are not permitted on the foredeck during berthing, mooring or anchoring operations., The owner and master must ensure that the foredeck hatch remains closed whilst passengers are on the foredeck., The owner and master must ensure that the vessel's safety management system evaluates the risks of passengers accessing and leaving the foredeck, including in an emergency and suitable procedures and controls are put in place., The owner and master must ensure that passenger access to the foredeck is only permitted when the vessel is in smooth waters., The owner and master must ensure that passengers are not permitted on the foredeck when the vessel speed exceeds 10 knots., The owner and master must ensure that passenger access to the foredeck is limited to a maximum of 12 at any one time.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-203	MO503	The vessel is exempted from the requirements of USL Code Section 5D 30.2 - Sill height for access ways to spaces below the weather deck from inside deck houses	THE MASTER MUST ENSURE THAT THE AFT WHEELHOUSE DOOR IS KEPT CLOSED AT SEA DURING ADVERSE WEATHER CONDITIONS WHEN THERE IS A RISK OF WATER ON THE MAIN DECK..
EAPPSP-96	MO503	The vessel is not required to comply with the collision bulkhead requirement specified in Uniform Shipping Laws Code 5C Clause C.65.	The owner must ensure that the vessel collision bulkhead is located aft of the area calculated in accordance with NSCV Subsection F1C Clause 3.4.3 - Limitations on the location of spaces in forward part of the craft., The owner must ensure the vessel complies with single compartment subdivision with the collision bulkhead damaged., The owner must ensure that the vessels is fitted with a collision bulkhead as shown in drawing 148-S001 - Hull profile & decks and that this bulkhead is not modified or changed from the arrangement shown.
EAPPSP-8	MO503	The vessel Name/Vessel ID is exempt from the requirement to be considered a new vessel under MO503.	The vessel owner must ensure the Name/Vessel ID is surveyed in accordance with the survey type mentioned in MO503 Division 2 Section 9 (1) and the applicable standards mentioned in MO503 Schedule 2 Standards for transitional vessels., The vessel owner must ensure a lightship measurement is conducted to determine the Name/Vessel ID "sister vessel for stability" status to the vessel Name/Vessel ID withheld .
EAPPSP-86	MO503	The vessel Name/Vessel ID is exempt from the requirement to be considered a new vessel under MO503.	The vessel owner must ensure a lightship measurement is conducted to determine the Name/Vessel ID "sister vessel for stability" status to the vessel Name/Vessel ID withheld , The vessel owner must ensure the Name/Vessel ID withheld is surveyed in accordance with the survey type mentioned in MO503 Division 2 Section 9 (1) and the applicable standards mentioned in MO503 Schedule 2 Standards for transitional vessels.
EAPPSP-72	MO503	The vessel may be fitted with a blackout switch to disable navigation lights and illuminated displays at the operating station	This exemption is only valid whilst the vessel is owned and operated by the Name/Vessel ID withheld , The owner and master must ensure that the blackout switch is only operated in accordance with the vessel's safety management system, The owner must ensure that the design and installations of the system must ensure that if the fuse on the blackout switch blows, the navigation equipment and displays will remain functional., The owner must ensure the navigational equipment, except for the illumination of the displays, remains functioning when the vessel is blackout mode
EAPPSP-19	MO503	The vessel owner is exempt from the requirements to ensure the vessel complies with; (a) The construction rules of Lloyds SSC in accordance with NSCV Part C Section 3 Chapter 3.2.2, (b) The engine room ventilator coaming height required by USL Subsection 5C item 70.1, (c) The stair and passageway widths required by NSCV Part C Section 1 Chapters 15.8.3.4 & Table 23, (d) The height of the foredeck rails required by NSCV Part C Section 1 Chapter 6.12.3, (e) The slope and step rise of the flybridge stairs as required by NSCV Part C Section 1 Chapter 5.13, (f) The geometry of the stepped collision bulkhead as required by NSCV C Subsection 6B Chapter 7.3.6.	<ol style="list-style-type: none"> 1.The owner must ensure a laminate sample, taken from a location selected by an accredited marine surveyor as representative of the respective laminate, is to be taken from (a)Hull bottom plating, and (b)Hull side plating. 2.The owner must ensure the laminate samples 1 (a) & (b) are tested by a composite test laboratory, and the laminates mechanical properties are not less than the reference laminate properties of ISO 12215-1, 8.The owner must ensure all cabin doors accessible from the passageway are signed "Crew Access only". 9.The owner must ensure access to wc is clearly signed and indicates passengers are not to queue in the passageway. 10.The owner and master to ensure the evacuation of passengers through the forward steps and passageway is addressed in the safety briefing. 11.The master must restrict passenger access to the foredeck, other than for emergency mustering. 12.The master must ensure all crew members wear a lifejacket when on the foredeck. 13.The master must ensure that passengers wear a lifejacket prior to mustering on the foredeck, and this is addressed in the safety briefing . 14.The owner to ensure the maximum permissible clear opening between foredeck guardrail horizontal courses comply with NSCV C1 Table 31, General purpose deck for crew or passengers without children. 15. The owner must ensure stairway treads are illuminated with step or strip lighting to the satisfaction of the attending accredited surveyor. 16.The owner must ensure flybridge stairway treads have a non-slip finish to the satisfaction of the attending accredited surveyor. 17.The master must ensure not more than 6 passengers at any one time are allowed on the flybridge. 18.The master must ensure passengers are assisted by a crew member when using flybridge stairs, and do not queue on the stairs 19. The owner and master must ensure the vessel is used for category 1E operations in Sydney Harbour only., <ol style="list-style-type: none"> 3.Owner and master must ensure the vessel is not operated at a speed greater than 20 knots. 4.The master must ensure no passengers or crew use the forward cabins whilst the vessel is underway unless instructed by the crew to pass through the cabins to muster on the foredeck. 5.The owner must ensure the vessel's damaged stability complies with NSCV C6B Clauses; a)8.4.2 Flooded freeboard criteria, b)8.4.3 Equilibrium angle criteria, and c)8.4.4 Flooded GFZ curve criteria for Class 1 vessels.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-193	MO503	The vessel Pontoon 2 is exempt from the requirement to fit guardrails around the perimeter of the deck, as per NSCV C1 Chapter 6.12 Bulwarks and Guardrails, in way of vessel and seaplane berthing areas.	The owner must ensure that means for re-boarding Name/Vessel and lifebuoys are provided at either end of unguarded perimeter areas., The owner must ensure that compliant perimeter guardrails are fitted to the maximum practical extent practicable without interfering with the embarkation and disembarkation of seaplanes and vessels., The owner must ensure the safety management system, for operations on Name/Vessel , includes: a) the fitting of temporary barriers and safety warning signs to prevent access to unguarded areas when not in use b) ensuring passenger access to unguarded areas is only permitted under direct crew supervision for purposes of embarking and disembarking planes and vessels only. c) adequate illumination is provided d) the provision of safety briefings for passengers and crew inductions, This exemption is approved for Name/Vessel when operated for seaplane and vessel embarking and disembarking in Talbot Bay, WA. Vessel ID This decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law, The owner must ensure Name/Vessel , has slip resistant surfaces on all walkways and steps, unguarded deck edges are marked with yellow and black stripes.
EAPPSP-190	MO507 and MO503	The vessel Name/Vessel ID is exempt from the requirement to comply with the minimum bow height required in the Uniform Shipping Laws Code (USL) Section 7 Part 5 Clause 42 Bow Height Requirements.	The owner of the vessel must ensure the 'As Built' construction arrangements for the port and starboard fore-castle areas are as shown on drawing number 08-842-001 Rev. 3, titled GENERAL ARRANGEMENT, drawing number 08-842-015 Rev. 1, titled FORECASTLE DECK & BULKHEADS UNDER and drawing 06-419-009 Rev. C, titled PROFILE & DECKS and that the vessel does not undergo any structural modifications or changes altering the existing arrangements detailed in the drawings specified. A copy of this exemption must be kept by the owner of the vessel. Please note this decision does not relieve you of your general safety duties which arise under Part 3 of the National Law.
EAPPSP-103	MO503	The vessel, Name/Vessel ID withheld and the following sisterships: Name/Vessel ID withheld Name/Vessel ID withheld Name/Vessel ID withheld Name/Vessel ID withheld Name/Vessel ID withheld are exempt from the requirement for the copper pipes of diameter less than or equal to 35mm, of self-contained non-seawater systems only, to have pipe penetrations through fire-resisting divisions that comply with NSCV Part C4 chapters 4.6.1.2(1) or 4.6.1.2(2)(b).	Each Pipe penetration must be fitted with a steel sleeve of dimensions no less than those shown on Name/Vessel ID withheld Drawing Bulkhead Penetration Name/Vessel ID withheld Rev. A01 dated 30-11-2018 at each Vessel ID withheld division., Each Pipe penetration must be suitably insulated by extension of the insulation of the same time rating as the division for a distance of at least 500mm on either side of the boundary., The arrangement as approved by Lloyds Register is to be inspected by the Classification Society surveys as part of their surveys onboard the vessel.
EAPPSP-47	MO503	The vessel, Name/Vessel ID withheld and the following sisterships: Name/Vessel ID withheld Name/Vessel ID withheld Name/Vessel ID withheld Name/Vessel ID withheld Name/Vessel ID withheld) are exempt from the requirement for the copper pipes of diameter less than 22mm, of self-contained non-seawater systems only, to have pipe penetrations through fire-resisting divisions that comply with NSCV Part C4 chapters 4.6.1.2(1) or 4.6.1.2(2)(b).	The owner must ensure that each pipe penetration be suitably insulated by extension of the insulation of the same time rating as the division, for a distance of at least 500mm on either side of the boundary., A copy of this exemption must be submitted with the initial application for a certificate of survey, The owner must ensure that each pipe penetration be fitted with a steel sleeve, no less than 250mm in length at each fire-resisting division.
EAPPSP-214	MO503	The vessels Name/Vessel ID withheld are exempt from the requirements to carry equipment in accordance with NSCV Part C Sections 7A, 7B, 7C, 7D.	Please note this decision does not relieve any person from the general safety duties that arise under Part 3 of the National Law., The vessels must be used by Name/Vessel ID withheld for the purpose of releasing marine animals from shark control infrastructure and surf zone training activities only., The owner and master must ensure that vessels do not carry passengers., The owner and master must ensure that vessels are operated in daylight hours within 2 nautical miles from the shore., The owner and master must ensure that wet suits, complying with AS2260 PFD Type 3 are worn by all persons on board at all times., The owner and master must ensure that the vessel is operated within 2 nautical miles of a support vessel with means of assisting persons in the surf zone, when marine animal release activities are carried out., The owner and master must ensure that the following equipment is carried: 3 x orange smoke flares 1 x signal mirror VHF radio 2 x paddles Wet suit complying with AS2260 PFD Type 3
EAPPSP-215	MO503	The vessels Name/Vessel ID withheld are exempt from the requirement to have a bulwark or guardrail with a minimum height of 600mm on a special working deck in operational area C, and the requirement prohibiting a single means of escape from the engine space being via a watertight door	The owner and master must ensure that no passengers are carried., The owner and master must ensure that temporary railing is installed across the transom whenever towed equipment is not being deployed or recovered., The owner must ensure that procedures for accessing the engine space via the forward watertight door are included in the vessel SMS. Such procedures must take into account considerations for confined space entry and ensure that the watertight door is closed when not in use., The owner and master must ensure that personnel wear lifejackets at all times whilst on the working deck., The owner must ensure that signage is provided on either side of the watertight door stating "MUST BE CLOSED AT SEA"., The owner and master must ensure that personnel wear harnesses and tethers attached to clipping points on deck whilst on the working deck.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-191	MO503	The vessels <u>Name/Vessel ID withheld</u> is exempt from the requirement to comply with Schedule 1 of the International Regulations for Preventing Collisions at Sea (COLREGS), 1972, Rule 21(b),(c)&(d); with regards to: the port and starboard sidelight not being placed near the side of the vessel; and the stern and towing lights not being placed as nearly as practicable at the stern.	Any structural alterations, additions or modifications, together with additions of equipment to the vessel that result in impairment of the visibility of the navigation aids to which this Exemption is granted shall invalidate it., The vessels navigational light arrangements must be in accordance with drawing, NAVIGATION LIGHT PLAN Project No. 210-052, Dwg. No. 62550. A copy of the plan is to be retained on board for reference purposes., Please note this decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law.
EAPPSP-52	MO503	The vessel's sternlight may be placed in a position that is forward of the stern., The vessel's sidelights may be placed in a position that is inboard of the hull sides.	The owner must ensure that the Navigation light arrangements are in accordance with drawing number <u>Name/Vessel ID withheld</u> , Revision 1 affixed with Lloyd's Register stamp under <u>Name/Vessel ID withheld</u> - A copy of the stamped Navigation light Plan is to be retained on board.
EAPPSP-173	MO503	The vessels <u>Name/Vessel ID withheld</u> and <u>Name/Vessel ID withheld</u> are exempt from the requirement to comply with Schedule 1 of the International Regulations for Preventing Collisions at Sea (COLREGS), 1972, Rule 21(b),(c)&(d); with regards to: the port and starboard sidelight not being placed near the side of the vessel; and the stern and towing lights not being placed as nearly as practicable at the stern.	The vessels navigational light arrangements must be in accordance with drawing, <u>Name/Vessel ID withheld</u> NAVIGATION LIGHT PLAN Dwg. No. <u>Name/Vessel ID withheld</u> . A copy of the plan is to be retained on board for reference purposes., Any structural alterations, additions or modifications, together with additions of equipment to the vessel that result in impairment of the visibility of the navigation aids to which this exemption is granted shall invalidate it. Please note this decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law
EAPPSP-198	National Law	The vessels with unique identifiers <u>Name/Vessel ID withheld</u> , are exempt from the requirement to have a certificate of survey	Please note this decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law., The owner and master must operate the vessel in operational area E – Smooth water operations and vessel use category 2 – Non-passenger vessel only., The master and owner must ensure that: All crew are trained in maritime firefighting and swift water rescue Float lines and tapes must be carried on board, The owner of the vessel must annually complete a declaration stating that the vessel complies with the conditions of this exemption and keep it with the vessel's safety management system. Each declaration must be made between 11 and 12 months after the last declaration., The master and owner must ensure that each vessel complies with the equipment requirements of NSCV, Part G except that the following are not required to be carried: a. an anchor with a chain or line, b. a bailer, c. a fire bucket with lanyard, d. a fire extinguisher, and e. a first aid kit., The owner and master must ensure that the vessel is used for the purposes of swift water rescue by <u>Name/Vessel ID withheld</u> only., The master and owner must ensure that each vessel complies with the design and construction requirements of the National Standard for Commercial Vessels Part G General Safety Requirements for Vessels (Part G).
EAPPSP-234	National Law	The vessels with unique identifiers <u>Name/Vessel ID withheld</u> are exempt from the requirement to have a certificate of survey.	Note: this decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law., The owner must have a documented safety management system in place that complies with Marine Orders 504., The owner must ensure that the sea scooters when used in tours are operated in conjunction with a rescue vessel equipped with sufficient safety and medical equipment.
EAPPSP-136	MO503, MO507 and MO503	This vessel is exempt from complying with the relevant Lloyds Rules for construction., This vessel is exempt from the requirement to have a loadline certificate and display loadline markings., This vessel is exempt from the requirement to display navigation lights and day shapes in accordance with COLREGS.	The owner must ensure that the vessel is only operated on a private dam where access from other vessels is restricted., The owner must ensure that the vessel structure is sufficient to withstand the loading criteria outlined in the USL Code Section 5G., The owner and master must ensure that the vessel is operated between the gazetted hours of sunrise and sunset only.
EAPPSP-240	MO503	This vessel is exempt from the requirement to fit the accommodation space aqueous fixed fire system as specified in NSCV C4, 24th July 2018 edition.	The surveyor, owner and master must ensure the vessel complies with the requirements for accommodation space aqueous fixed fire systems specified in NSCV C4, as published 30 June 2016.
EAPPSP-242	MO503	This vessel is exempt from the requirement to fit the accommodation space aqueous fixed fire system specified in NSCV C4, 24th July 2018 edition.	The surveyor, owner and master must ensure the vessel complies with the requirements for accommodation space aqueous fixed fire systems specified in NSCV C4, as published 30 June 2016.
EAPPSP-243	MO503	This vessel is exempt from the requirement to fit the accommodation space aqueous fixed fire system specified in NSCV C4, 24th July 2018 edition.	The surveyor, owner and master must ensure the vessel complies with the requirements for accommodation space aqueous fixed fire systems specified in NSCV C4, as published 30 June 2016.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-122	MO503,	This vessel is exempt from the requirement to obtain and maintain a certificate of classification from a recognised organisation,	The owner must ensure the vessel is surveyed for compliance with the marpol convention, by AMSA or a recognised organisation prior to the initial issue and at each renewal of the certificate of survey., The owner and builder must ensure that the vessel complies with NSCV: Part C Section 3, Chapter 3.2 ; Part C Section C5A, Chapter 1, 1.2.2 ; Part C Section C5B, Chapter 1, 1.2.2 Part C Section C5B Chapter 1, 1.2.1(a) only in so far as it requires the use of type approved electrical cabling on the vessel., The owner and builder must ensure that AMSA is provided with an inspection and test schedule identifying key milestones for the construction and commissioning of the vessel and facilitate the witnessing of any inspections or tests nominated by AMSA., The owner must ensure that the hull structure and scantlings, are approved by a recognised organisation in accordance with their rules for a vessel operating in a service categories covering NSCV Class 2C (for crew-only transit voyages) and NSCV Class 1D for Ro Ro barge and passenger charter operations., The owner and builder must ensure that the construction and commissioning phases of initial survey are undertaken in accordance with Part 2 of the National Law – Marine Surveyors Accreditation Guidance Manual 2014 Sections 3.10 and 3.11 by a recognised organisation or an accredited marine surveyor agreed in writing by AMSA to survey the vessel under this exemption., The owner must ensure that the vessel undertakes periodic and renewal surveys in accordance with Part 2 of the National Law – Marine Surveyors Accreditation Guidance Manual 2014 - Chapter 4., The owner must ensure the vessel's measured length does not exceed 45 metres, and that it is not required to undertake an international voyage for delivery to Australia, Please note this decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law, The owner and master must ensure that the vessel is operated in operational area C or below when undertaking crew-only transit voyages and operational area D or below when undertaking barge / passenger charter operations.
EAPPSP-176	MO503	This vessel is exempt from the requirement to obtain and maintain a certificate of classification from a recognised organisation.	The owner and builder must ensure that the vessel complies with NSCV: Part C Section 3, Chapter 3.2 ; Part C Section C5A, Chapter 1, 1.2.2 ; Part C Section C5B, Chapter 1, 1.2.2 Part C Section C5B Chapter 1, 1.2.1(a) only in so far as it requires the use of type approved electrical cabling on the vessel. The owner and builder must ensure AMSA is provided with an inspection and test schedule identifying key milestones for construction and delivery of the vessel, and permit AMSA to conduct or witness any inspection or test in this schedule or as deemed necessary to verify the survey process applied to the vessel., Please note this decision does not relieve any person from the general safety duties, which arise under Part 3 of the National Law, The owner and master must ensure that the vessel is operated in operational area C or below when undertaking crew-only transit voyages and operational area D or below when undertaking passenger charter operations., The owner must ensure the vessel is surveyed for compliance with the marpol convention, by AMSA or a recognised organisation prior to the initial issue and at each renewal of the certificate of survey., The owner must ensure that the construction and commissioning phases of initial survey are undertaken in accordance with Part 2 of the National Law – Marine Surveyors Accreditation Guidance Manual 2014 Sections 3.10 and 3.11 respectively., The owner must ensure that the hull structure and scantling plans are approved by a recognised organisation in accordance with their rules for a vessel operating in a similar or higher service categories than NSCV Class 2C for crew-only transit voyages or NSCV Class 1D for passenger charter operations. The owner must ensure that the vessel's measured length does not exceed 45 meters, and that it is not required to undertake an international voyage for delivery to Australia ., The owner must ensure that the vessel undertakes periodic and renewal surveys in accordance with Part 2 of the National Law – Marine Surveyors Accreditation Guidance Manual 2014 - Chapter 4.
EAPPSP-152	MO503	This vessel is exempted from the requirement to be fitted with draft marks. This vessel is exempted from the requirement to be fitted with solid bulwarks.	The surveyor, owner and master must ensure that the vessel complies with NSCV Part C, Subsection C1, Clause 6.12.6.2 as if it was a vessel of less than 24m in measured length., The owner and master must ensure that an approved copy of drawing "013-D-01 – Name/Vessel ID Diagram" is kept on board the vessel and available for reference.
EAPPSP-97	MO503	This vessel is exempted from the requirement to be fitted with draft marks. This vessel is exempted from the requirement to be fitted with solid bulwarks.	The surveyor, owner and master must ensure that the vessel complies with NSCV Part C, Subsection C1, Clause 6.12.6.2 as if it was a vessel of less than 24m in measured length., The owner and master must ensure that an approved copy of drawing "013-D-01 – Name/Vessel ID Diagram" is kept on board the vessel and available for reference.
EAPPSP-85	MO503, National Law	This vessel is exempted from the requirement to hold a certificate of survey, the requirement to meet minimum crewing and the requirement to have a certificate of operation.	Safety controls with regards to barge structures and the operations undertaken on board must be carried out in accordance with the documents: NYE18 - Name/Vessel ID withheld, NYE18 - Name/Vessel ID withheld; and NYE18 - Name/Vessel ID withheld, Local waterway requirements must be observed., The owner of the vessel must ensure that the following conditions are met: The vessel must operate in the smooth water areas of Port Jackson only., Applicable Workplace Health and Safety laws must be observed.

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-93	MO503, National Law	This vessel is exempted from the requirement to hold a certificate of survey, the requirement to meet minimum crewing and the requirement to have a certificate of operation.	Applicable Workplace Health and Safety laws must be observed., The owner must ensure the following conditions are met: The vessel must operate in the smooth water areas of Port Jackson only., Local waterway requirements must be observed., Safety controls with regards to barge structures and the operations undertaken on board must be carried out in accordance with the documents: NYE18 - <u>Name/Vessel ID withheld</u> , NYE18 - <u>Name/Vessel ID withheld</u> ; and NYE18 - <u>Name/Vessel ID withheld</u> .
EAPPSP-65	MO507 and MO503	This vessel is exempted from the requirement: to be surveyed by a recognised organisation; to be surveyed out of water at the frequency specified in Marine Order 503 Schedule 3 ; for the underwater viewing windows to comply with USL Code Section 5C and USL Code Section 7; for the underwater windows to be fitted with permanently attached deadlights as required by USL Code Section 5C and USL Code Section 7; for the the vessels hull structured to be designed to comply with NSCV C3; to comply with the NSCV C4, fire risk category III requirements; to fit a permanently installed bilge pumping system as required by NSCV C5A; to supply pilot transfer arrangements as required by NSCV C1; and for the landing on the the stairway leading to the vessels" Reef suites" located in the aft quarter of the hull to comply with NSCV C1.	The owner must ensure that the vessel structure is designed to comply with the greater of 1. Lloyds rules for ships "Protected water service" as" Service in sheltered water adjacent to sand banks, reefs, breakwaters or other coastal features, and in sheltered waters between islands;or 2. AS 4132 using 1E operations with a 25% pressure reduction., Initial construction surveys must be conducted by an AMSA accredited marine surveyor accepted in writing by AMSA for the purpose of undertaking the surveys on this vessel ., The owner and master must ensure the vessel does not operate with more than 200 day passengers unless a surveyed vessel certified for the total number of passengers is along side accompanying the barge. The owner must ensure the vessel is designed and constructed to comply with the fire risk category II requirements of NSCV C4. The owner must ensure that any high risk machinery spaces are fitted with 60 minute time rated structural fire protection., The owner must ensure that dive surveys are conducted in years 3, 5, 8, 10 and 13; The owner must ensure that the vessel is dry docked for survey in year 15; The owner must ensure that the divers are ADAS qualified; The divers must ensure that the following equipment is available: 1. closed circuit colour television with sufficient illumination equipment; 2. two-way communication between the diver and surface staff; 3. video connected to the closed circuit television; 4. still photography camera; 5. equipment for carrying out thickness gauging, non-destructive testing and measurements, e.g. clearances, indents etc and 6. equipment for cleaning of the hull The owner must ensure that dive surveys are witnessed and verified by an AMSA accredited marine surveyor. The surveyor must ensure the in-water visibility and the cleanliness of the hull below the waterline is clear enough to permit a meaningful examination which allows the surveyor and diver to determine the condition of the plating, appendages and the welding. The accredited marine surveyor must ensure that there is a satisfactory method of orientation of the divers on the plating, which should make use where necessary of permanent markings on the plating at selected points. The surveyor must ensure shell plating is examined for excessive corrosion, or deterioration due to chafing or
EAPPSP-166	MO503	This vessel is permitted to use the USL Code Category M, minimum GM criteria (roll period test) for stability assessment.	The owner must ensure that the vessel meets the minimum GM criteria (roll period test) for USL Code Category M. Any further change to the vessel that is included in schedule 1 of Marine Order 503 (Certificates of survey — national law) 2018 will invalidate this exemption. This decision does not relieve any person from the general safety duties which arise under Part 3 of the National Law, This exemption is valid only for operations in vessel use category 3 (fishing).
EAPPSP-138	MO503	This vessel, whilst owned by <u>Name/Vessel ID withheld</u> and operated within the area bounded by the security regulated port of Christmas island, is exempted from the requirement to fit NSCV compliant guardrails.	The owner must ensure the edges of the barge are prominently marked., The owner and master must ensure the vessel is only operated during daylight hours., The owner must ensure that the NSCV C1, 6.12.4 special working deck requirements, for vessel operating in D or E waters, are met, except that measure 5 and 8 are not required., The owner and master must ensure means of re-boarding both the barge or attending vessel are provided., The owner and master must ensure that all conditions of Marine Safety (Unpowered barges) Exemption 2018, Schedule 1 are met., The owner must ensure guardrails, at least 800mm high, are fitted in all areas where they would not impede the operations., The owner and master must ensure the vessel is only operated within the area bounded by the security regulated port of Christmas island., The owner and master must ensure the vessel is only operated in fair weather (Hs<1.0m, wind<20kn)., The master must ensure that at least 2 persons are present on the barge and/or attending vessel if the barge is in use.,
EAPPSP-60	MO503	VESSEL IS EXEMPT FROM THE REQUIREMENT TO OPERATE ONLY WITHIN SHELTERED WATERS (D WATERS). VESSEL MUST NOT BE OPERATED BEYOND WATERS DETERMINED BY THE NATIONAL REGULATOR UNDER SECTION 2.4(4) OF NSCV PART B (C RESTRICTED WATERS)	THE OWNER AND MASTER MUST ENSURE THAT THE VESSEL IS ONLY OPERATED WITHIN A RADIUS OF 1 NAUTICAL MILE FROM THE VESSEL <u>Name/Vessel ID</u>
EAPPSP-26	MO503	WHILST OPERATING AS A 1C VESSEL THE VESSEL IS EXEMPT FROM THE REQUIREMENTS TO CARRY LIGHTS FOR THEIR PASSENGER LIFE JACKETS, A LIFE RAFT AND A SCALE G FIRST AID KIT IN PLACE OF A SCALE F FIRST AID KIT.	THE MASTER MUST ENSURE PASSENGERS WEAR LIFE JACKETS AT ALL TIMES, THE MASTER MUST ENSURE SCHEDULED PASSENGER OPERATIONS ARE TO BE CONDUCTED DURING DAYLIGHT HOURS ONLY, THIS EXEMPTION IS VALID FOR THE CURRENT OWNER (<u>Name/Vessel ID withheld</u>) ONLY, AS THE SPECIAL CIRCUMSTANCES THAT JUSTIFY THE GRANTING OF THIS EXEMPTION MAY NOT APPLY FOR SUBSEQUENT OWNERS, WHILST OPERATING AS A 1C VESSEL THE OWNER AND MASTER MUST ENSURE THAT THE VESSEL IS ONLY OPERATED WITHIN THE AREA BOUNDED BY THE SECURITY REGULATED PORT OF CHRISTMAS ISLAND

Code	Legislation	Exemption Text	Exemption Conditions
EAPPSP-27	MO503	WHILST OPERATING AS A 1C VESSEL THE VESSEL IS EXEMPT FROM THE REQUIREMENTS TO CARRY LIGHTS FOR THEIR PASSENGER LIFE JACKETS, A LIFE RAFT AND A SCALE G FIRST AID KIT IN PLACE OF A SCALE F FIRST AID KIT.	THIS EXEMPTION IS VALID FOR THE CURRENT OWNER (Name/Vessel ID withheld) AS, THE SPECIAL CIRCUMSTANCES THAT JUSTIFY THE GRANTING OF THIS EXEMPTION MAY NOT APPLY FOR SUBSEQUENT OWNERS, THE MASTER MUST ENSURE PASSENGERS WEAR LIFE JACKETS AT ALL TIMES, THE MASTER MUST ENSURE SCHEDULED PASSENGER OPERATIONS ARE TO BE CONDUCTED DURING DAYLIGHT HOURS ONLY, WHILST OPERATING AS A 1C VESSEL THE OWNER AND MASTER MUST ENSURE THAT THE VESSEL IS ONLY OPERATED WITHIN THE AREA BOUNDED BY THE SECURITY REGULATED PORT OF CHRISTMAS ISLAND