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WESTERN AUSTRALIAN MARINE ACT 1982 EXEMPTION FROM MANNING REQUIREMENTS

Pursuant to section 115A(1) of the *Western Australian Marine Act 1982*, I David Harrod General Manager, Marine Safety of the Department of Transport (Department) am satisfied that compliance with regulation 28 of the *WA Marine (Certificates of Competency and Safety Manning) Regulations 1983* is unreasonable in its application to vessels less than 12 metres and less than 24 metres operating within the areas as listed below.

This exemption replaces the previous Section 115A exemption dated 17 July 2007 issued by the Department relevant to these vessels and is to be for a period of 2 years from the date of its execution unless otherwise amended or revoked.

The table below sets out the manning requirements that such vessels must carry.

Vessel Length	Engine kW	Area of operation (NM = Nautical Miles)	Certificate of Competency Deck	Certificate of Competency Engineer	+ Minimum crew	* Dual Certification
less than 12 metres	less than 250kW	Inshore and offshore operations out to 100NM from the mainland coast	MC V (master)	MED II	2 3 if the voyage is over 12 hours in duration	permitted
less than 12 metres	more than 250kW but less than 750kW	Inshore and offshore operations out to 100NM from the mainland coast	MC V (master)	MED II	2 3 if the voyage is over 12 hours in duration	permitted
12 metres and over but less than 24 metres	less than 750kW	Inshore and offshore operations out to 100NM from the mainland coast	MC V (master)	MED II	2 3 if the voyage is over 12 hours in duration	permitted
less than 20 metres	more than 375kW but less than 750kW	more than 100NM and out to 200NM from the mainland coast	MC V (master)	MED II	3	not permitted
20 metres and over but less than 24 metres	less than 750kW	more than 100NM and out to 200NM from the mainland coast	MC V (master) MC V (mate)	MED II	4	permitted (mate only)

* Dual Certification means that the Master or Mate may also act as the marine engine driver, provided the Master or Mate holds a valid Marine Engine Driver Grade II certificate, in which case an additional General Purpose Hand/Deckhand must be carried in place of the Marine Engine Driver.

+ If total number of certified crew is less than the minimum crew then General Purpose Hands/Deckhands must be carried to make up minimum crew requirements.

This is the minimum requirement for the manning of commercial vessels; Masters and operators must be aware of their obligations regarding operational practices as described in the National Standard for Commercial Vessels (NSCV) Part E.

DAVID HARROD FNI, General Manager, Marine Safety,
Department of Transport.

Dated this 3rd day of July 2009.