

Section 4 Crew Information

4.1 General

The following are the minimum requirements for manning vessels operating in the construction area.

4.1.1 Vessel Master

The master must:

- hold the appropriate qualification for the size and class of the vessel
- sit a Gladstone Harbour marine induction course, including a local knowledge test with MSQ and be issued with a letter of certification from the Regional Harbour Master (reference section 88 (1) and (2) of *Transport Operations (Marine Safety) Regulation 2004*)
- be familiar with Gladstone Harbour and have documented sea time within Gladstone Harbour with the company consisting of:
 - a minimum of 40 hours (five days) of appropriate time working within the harbour on similar vessels
 - a minimum of 16 hours (two days) of appropriate time working within Gladstone Harbour conducting night time operations (incorporated in the 40 hours)
 - have successfully completed a local knowledge test with Maritime Safety Queensland (MSQ)
 - demonstrate and provide confirmation to MSQ that all crew have been inducted in the operation of basic emergency marine radio communication skills on the vessel in case of an emergency.

Minimum qualifications for masters operating construction craft in the Gladstone Pilotage area are specified in the table below:

Queensland issued certificate of competence

Vessels	Minimum certificate of competence required	Local knowledge test	Local area endorsement on Queensland certificate of competence	Endorsement of competence for pilotage area	Pilotage Exemption Certificate
Less than 12 m long	Coxswain	X	-	-	-
Less than 24 m long	Master Class 5	X	-	-	-
Less than 35 m long	Master Class 4	X	-	-	-
Less than 50 m long	Master Class 4	X	X	-	-
Less than 80 m long	Master Class 4	X	-	X	-
80 m or greater	Relevant certificate of competence are issued by the Australian Maritime Safety Authority				X

- Area endorsements on certificates of competence will be for specific areas within the Gladstone pilotage area and nominated vessels.
- Pilotage exemption certificates will be for specific parts of the pilotage area and nominated vessels.
- Masters operating vessels greater than 35 m but less than 50 m in length will require their certificate of competence to be endorsed to operate nominated vessels.

Australian or other Australian state certificate of competence

Vessels	Minimum certificate of competence required	Local knowledge test	Certificate of competence in recognition	Endorsement of competence for pilotage area	Pilotage Exemption Certificate
Less than 12 m long	Coxswain	X	-	-	-
Less than 24 m long	Master Class 5	X	-	-	-
Less than 35 m long	Master Class 4	X	-	-	-
Less than 50 m long	Master Class 4	X	X	-	-
Less than 80 m long	Master Class 4	X	-	-	X
Less than 120 m long	Master Class 2	X	-	-	X
120 m long or greater	Master Class 1	X	-	-	X

- Special conditions apply to vessels declared under s8AA of the *Navigation Act 1912* and AMSA guidance should be sought on the requirements for these vessels.
- Pilotage exemption certificates will be for specific parts of the pilotage area and nominated vessels.
- Masters operating vessels greater than 35 m but less than 50 m in length will require their certificate of competence to be endorsed to operate nominated vessels.

4.1.2 Tug and Unpowered Tow Combinations

- Certificate of competence per powered vessel length as described above.
- Tug and unpowered tow combinations are classified as a 'small ship' as detailed in s176(b) of the *Transport Operations (Marine Safety) Regulation 2004*.
- For combinations of ships over 50 m up to 80 m (total lengths of ships), in addition to the relevant certificate of competence and successful completion of specified local knowledge test, masters require an endorsement of certificate of competence for specific vessels or combinations of vessels.
- For combinations of ships over 80 m (total lengths of ships), in addition to the relevant certificate of competence and successful completion of specified local knowledge test, masters will require a Pilotage Exemption Certificate.

4.1.3 Barge Masters

- Barge masters supervising barges where stability is a concern (to be determined by the regional harbour master) should hold a minimum qualification of Master Class 4.
- Barge masters supervising barges less than 24 metres in length where stability is not a concern (to be determined by the regional harbour master) should have minimum of Master Class 5.
- Barge Masters, when Master of a dumb barge, under this subsection are not required to possess a local knowledge qualification for Gladstone Harbour in accordance with Section 4.1.1

4.1.4 Mates

In the event of the incapacity of a vessel's Master, the Mate must be ready to take command of the vessel. The Mate should therefore possess a measure of knowledge of Gladstone Harbour to enable the person to safely navigate the vessel within the harbour. Companies are to ensure from 01 July 2012 all Mates joining vessels are to be provided with local knowledge training as part of their induction training and a record of completion of the local knowledge training is to be held either by the individual or their company

4.1.5 Deckhands

Deckhands must:

- have formalised marine occupational health and safety (OHS) training (formally ESS) or equivalent
- hold the minimum of a recreational boat licence
- hold a current first aid certificate
- be in-house competency trained to operate the vessel in emergency situations including radio communications.

4.1.6 Foreign Certificates

Masters with foreign certificates should consult the Australian Maritime Safety Authority for information on the issue of certificates of recognition.

4.1.7 Local Operator Group

A local operator group has been formed to:

- foster a shared understanding of the risks of marine construction activities
- improve communications between operators on water
- and develop collaborative approaches to managing marine safety

The local operator group oversees the work of specialist operator groups in the areas of tug and tow, passenger ships, and RoRo ships.

Membership of these industry-lead groups is by invitation and all companies participating in on-water marine construction activities are encouraged to attend.

For more information about the local operator groups please email GladstoneSafety@msq.qld.gov.au.

4.1.8 Crew Induction Training

All masters and crew joining vessels or companies after 01 July 2012 to undertake a Gladstone Harbour marine induction course to prepare them for the unique challenges they will face when working on the water in Gladstone. This course will be arranged by your company as part of the overall Induction Process and a record of completion of the marine induction training is to be held either by the individual or their company

Maritime Safety Queensland has produced the booklet Introduction to the Port of Gladstone for the use of people intending to work in the marine construction zone. The content detailed in this booklet will be used as a guide for the Gladstone Harbour Marine Induction Course provided by your employer.

All personnel working on Gladstone Harbour are encouraged to read and become familiar with the contents of this booklet