

Marine Information Bulletin

Operation of Jetlev and Flyboard type devices in Queensland waters

Issued November 2012; last reviewed April 2014

Background

New varieties of aquatic devices, such as the Jetlev or Flyboard, are now being made available to the Queensland market. These devices use water under pressure directed through nozzles to lift a person(s) above the surface of the water or allow a person(s) to dive under the water. The device can be powered independently using a floating engine driven pump or by a modified personal watercraft (PWC).

The operating characteristics of these types of devices could present a substantial risk to the user and general public. Because of this, Maritime Safety Queensland has released specific operational conditions for their use. These conditions are contained in a gazette notice specifically dealing with these types of devices ([Attachment A](#)).

Requirements under the National System for domestic commercial vessels

On 1 July 2013, the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012* (the National Law) came into effect. Some of these devices will be regulated under the National Law if used in connection with any commercial, governmental or research activity.

A PWC is considered a vessel, and when used in connection with a commercial, governmental or research activity, is deemed a domestic commercial vessel (DCV). If a PWC is used in combination with a device, this combined use is considered as a whole to be a DCV. A device that is operated independently of a PWC (powered using its own floating pump), is not considered a DCV.

Note: Where a device powered by a PWC is considered a DCV under the National Law, any requirements under the National Law shall prevail to the extent of any inconsistencies with the gazette notice. ([Attachment A](#)).

For more information about the National Law please refer to the Australian Maritime Safety Authority website at www.amsa.gov.au.

State or national regulation

An independently powered device remains regulated under Queensland law, which means the gazette notice conditions continue to apply.

A device powered by a PWC that is used recreationally remains regulated under Queensland law. Queensland registration and licensing requirements and gazette notice conditions continue to apply.

A device powered by a PWC that is a DCV is now regulated under the National Law. National certificates are required for new operators. Existing operators may continue to use state issued certificates until expiry. The gazette notice conditions continue to apply.

Gazette notice general operating conditions

- The device must only carry the number of persons the device is designed to carry.
- The device must be operated with another registered or certified safety ship/vessel or PWC (with rescue sled), with an appropriately licensed master, in place to effect an immediate rescue of the device user if necessary.
- A safety ship/vessel or PWC must be appropriately registered or certified to operate in Queensland waters.
- The device must be operated in accordance with the manufacturer's safety recommendations, including training, emergency and operational requirements.
- The device must be operated in sufficient water depths (minimum four metres) in the place of operation before the device rises higher than two metres (or any other minimum height recommended by the manufacturer, i.e. less than the two metre requirement) or starts diving.
- The device must not be operated within 60 metres of any person, ship or other source of risk such as rocks, the shore, jetties, pontoons, docks etc. when rising higher than two metres or starts diving.

- The device must not be operated when winds exceed 60 kilometres/hour or waves exceed one metre in height.
- The licensed master of the ship/vessel or PWC, including the device PWC, must ensure that the general operating conditions are complied with.
- The licensed master of the ship/vessel or PWC, including the device PWC, must ensure the kill switch lanyard of the ship/vessel or PWC is attached to the operator's body.
- The licensed master of the ship/vessel or PWC, including the device PWC, must ensure the general safety obligations, collision regulations and any other legislative requirements that apply to either a recreational or commercial PWC or ship under marine safety legislation are complied with.
- For commercial operations, the device must be operated in compliance with the safety requirements imposed by any other relevant legislation, such as, but not limited to, relevant safety management requirements under the Work Health and Safety legislation.
- Under Work Health and Safety legislation these devices are considered an item of plant. As such, a person conducting a business has a duty to ensure that safe plant items are used and the health and safety of persons is not put at risk while carrying out work as part of the business operations.
- For more information about Work Health and Safety laws please refer to the Workplace Health and Safety Queensland website at www.worksafe.qld.gov.au.
- A regional harbour master may impose other conditions they deem appropriate to ensure marine safety.
- A regional harbour master may also, in relation to a special event or demonstration, approve temporary operation outside one or more of the general operating conditions provided other safety conditions are met (see Schedule C of the gazette notice).

Questions and answers

Regulation of these devices

Q: How are these types of devices regulated?

A: The gazette notice applies to recreational and commercial operations, and to devices either powered independently or by a modified PWC.

The table below indicates broadly what other laws apply.

Device	Recreational	Commercial
Independent	Gazette notice	Gazette notice
		Work Health and Safety laws
PWC	Gazette notice	Gazette notice
		National Law
	Queensland marine safety laws	Work Health and Safety laws

Note: Please be aware there may be other safety requirements imposed by other relevant legislation that apply to these devices.

Gazette notice conditions

Q: Where can I operate the device?

A: The device can only be operated in designated 'Smooth Waters', 'Partially Smooth Waters' or as authorised under a PWC's condition of Queensland registration or national Certificate of Operation.

Q: How many users can be carried by the device?

A: The device must only carry the number of persons the device is designed to carry.

Q: Can I operate the device alone?

A: No, due to the potential for injury or damage in a dynamic marine environment, another registered or certified safety ship/vessel or PWC (with rescue sled), must be in place to effect an immediate rescue of the device user if necessary. An observer is required to maintain constant watch over the user, especially when a user is underwater and cannot keep a proper lookout.

- Q:** Does an observer of the safety ship/vessel or PWC need to be licensed?
- A:** Yes. When an observer is operating a safety ship/vessel or PWC (with rescue sled), they must be the appropriately licensed master of the ship/vessel or PWC.
- Q:** Can I use the device PWC as a safety PWC?
- A:** No. You are required to use another ship/vessel or PWC (with rescue sled) as the safety ship. Using the device PWC is not considered sufficient to effect a proper rescue of the user because its configuration restricts quick retrieval and placement on board of an injured or unconscious user.
- Q:** What if the device is being remotely controlled from the shore?
- A:** When a person is remotely controlling the device from land they must be competent at operating the device, monitoring the safety of the user and have a safety ship/vessel or PWC (with rescue sled), with an appropriately licensed master as observer, on standby to take immediate action in the event of an incident or emergency.
- Q:** How far away must the rescue ship/vessel or PWC be when the device is in use?
- A:** A safety ship/vessel or PWC with an observer on board must be in place to take immediate and appropriate action in the event of an incident or emergency.
- Q:** Are there any distance restrictions when the device is in use?
- A:** Yes. The device must not be operated within 60m of any person, ship/vessel or other sources of risk such as rocks, the shore, jetties, pontoons, docks etc. when rising higher than two metres or starts diving.
- Q:** Are there any depth or height restrictions when a device is in use?
- A:** Yes. The device must be operated in sufficient water depths (minimum four metres) in the place of operation before the device rises higher than two metres (or any other minimum height recommended by the manufacturer, i.e. less than the two metre requirement), or starts diving.
- Q:** Are there any other marine environment restrictions when a device is in use?
- A:** Yes. The device must not be operated when winds exceed 60 kilometres/hour or waves exceed one metre in height.
- Q:** Can I launch from the shore?
- A:** Yes, but an appropriately licensed master must ensure a water depth of four metres before a user reaches heights greater than two metres or starts diving manoeuvres from the water surface, and distances of 60 metres from other water users, including any person, ship/vessel or other sources of risk.
- Q:** Who should the safety lanyard be attached to?
- A:** The safety ship/vessel or PWC operator must have the kill switch safety lanyard attached to them when they are acting as observer during device operations.
- Q:** Should a safety lanyard also be worn by a device PWC operator?
- A:** Yes. The PWC operator must have the kill switch safety lanyard attached to them during device operations.
- Q:** Does the device PWC operator need to be licensed to operate the PWC?
- A:** Yes. The PWC operator must be appropriately licensed to operate the PWC.
- Q:** Do I need to comply with manufacturer's recommendations?
- A:** Yes. The device must be operated in accordance with the manufacturer's safety recommendations, including training, emergency and operational requirements.
- Q:** Do Work Health and Safety laws apply to my operation?
- A:** Work Health and Safety laws apply to commercial operations only, not recreational operations. The device must be operated in compliance with the safety management requirements imposed under relevant Work Health and Safety legislation.

Q: Who is responsible for ensuring the gazette notice conditions are complied with?

A: The licensed master of the ship/vessel or PWC, including the device PWC, must ensure that operating conditions are complied with, including any other relevant marine safety requirements.

Q: Can I seek temporary approval to operate outside certain operating conditions?

A: Yes. A regional harbour master may approve temporary operation outside one or more of the general operating conditions provided certain safety conditions are met (see Schedule C of gazette notice).

Q: In what type of situation can I apply for this approval?

A: An approval may be considered for special events or demonstrations. For example, demonstrating the operating capabilities of a device for purposes including training or as part of business operations.

Q: When approval is granted, who can operate a device?

A: The device must only be operated by a qualified person appropriately skilled and trained to competently perform specialised manoeuvres during the approved event or demonstration.

Q: Do I need an emergency plan for a specific event or demonstration?

A: Yes. A detailed emergency plan must be developed and implemented to ensure effective, immediate and appropriate actions are taken in the event of an incident or emergency at the event or demonstration.

Q: Do I need an emergency vehicle during a special event or demonstration?

A: Yes. An emergency service vehicle such as an ambulance must be on standby. This should form part of the emergency plan.

Q: What other documentation do I need for an approval?

A: A safety management plan and risk assessment appropriate to the operation and in compliance with relevant standards must be provided to the regional harbour master to support approval.

Q: What are the indemnity implications for an approval of a special event or demonstration?

A: If an approval is granted, the owner, master and/or operator of a device indemnifies Maritime Safety Queensland from any claims of injury or damage suffered during an event or demonstration as a result of operating outside the gazette conditions or manufacturer's safety recommendations.

Q: Are there other conditions I need to comply with?

A: The regional harbour master may impose other conditions to the general operation of the device or to a special event or demonstration that they deem appropriate to ensure marine safety.

Certification and registration requirements

Q: Does this device require registration?

A: An independently powered device does not require Queensland registration or national certification. However, a device powered by a PWC will still require Queensland registration if used recreationally or else a national Certificate of Operation if a DCV.

Commercial (DCV) PWC

Q: What are the national operational requirements for a commercial (DCV) device powered by a PWC?

A: **New operators:**

From 1 July 2013, a device powered by a PWC that is a DCV and was not commercially registered as at 30 June 2013 will be required to obtain a national Certificate of Operation for operation as a Class 2 or Class 4 vessel. They are also subject to the conditions of the gazette notice.

Existing operators:

Queensland issued certificates of registration that existed prior to 1 July 2013 are 'grandfathered'. This means an operator may continue to operate under this authority, and the approvals in place on 30 June 2013, until registration expires or operational conditions change. When this happens, a national Certificate of Operation will need to be issued that lists any restrictions or operational requirements needed to address risks

involved. They remain subject to the conditions of the gazette notice.

Recreational PWC

Q: What are the regulatory requirements for a recreationally operated device powered by a PWC?

A: A recreationally operated device powered by a PWC will continue to be regulated under Queensland law. This means both existing and new operators will be required to comply with existing Queensland registration requirements. They remain subject to the conditions of the gazette notice.

Licensing requirements

Commercial (DCV) PWC

Q: What are the national licensing requirements?

A: New operators:

From 1 July 2013, new licence applications for operating a DCV are regulated under the National Law. New operators will be required to obtain an appropriate national Certificate of Competency.

Existing operators:

Queensland issued licences that existed prior to 1 July 2013 are also 'grandfathered'. This means an operator may continue to use this licence in accordance with the conditions until its expiry (unless perpetual).

Q: What licence am I required to hold if operating a PWC that is a Class 2 DCV?

A: You will be required to hold a minimum of a Coxswain Grade 2 Near Coastal (NC). Please refer to the Guidance Notice for Certificate of Competency, which details the requirements of this licence ([Attachment B](#)). Please note that you are not required to hold a PWC licence (PWCL).

Q: Does a person using the device need to be trained in its operation?

A: Yes. A person must undergo training appropriate to understand the basic safety and operational concepts. They must be able to provide evidence of this training.

Q: Does the device PWC operator need to be trained in the operation of the device?

A: Yes. If a PWC operator is training a person to operate the device, or is offering a service to take a person out to operate the device as part of their business operations, they must not only be appropriately licensed but also undergo training appropriate to understand the basic safety and operational concepts. They must be able to provide evidence of this training.

Q: What licence am I required to hold if I am a skipper of a Class 4 (leisure craft) DCV?

A: The skipper is required to hold a Recreational Marine Driver Licence (RMDL) and PWCL to operate the DCV and must use it in accordance with the requirements prescribed under the National Standard for Commercial Vessels for Leisure Craft (NSCV Part F2).

Note: A leisure craft is any vessel that is let for hire or reward, or for any other consideration whatsoever, and that the user uses solely for pleasure. The expressions 'hire and drive vessel' and 'Class 4 vessel' are synonymous with 'leisure craft'.

Q: Does the user in a hire situation need to be trained in the operation of the device?

A: Yes. A user must undergo training appropriate to understand the basic safety and operational concepts. They must be able to provide evidence of this training.

Q: What licence am I required to hold if I am the provider of a Class 4 (leisure craft) DCV?

A: The provider is required to hold a Coxswain Grade 2 NC when in command of a Class 4 (leisure craft) DCV.

Q: Does the provider of a hire operation need to be trained in the operation of the device?

A: Yes. A provider must undergo training appropriate to understand the basic safety and operational concepts. They must be able to provide evidence of this training.

Q: Does the provider of a hire operation need to change the safety management plan?

A: Yes. A provider is obliged to have a written safety management plan (SMP) in place in accordance with the requirements under the NSCV Part F2 and must incorporate the conditions imposed under the gazette notice as part of the SMP requirements.

Recreational PWC

Q: What licence am I required to hold if operating a recreational PWC?

A: An operator of a recreational PWC is required to hold a RMDL and PWCL to operate the PWC.

Q: Does a person using the device need to be trained in its operation?

A: Yes. When a person uses the device powered by a recreational PWC, they must undergo training appropriate to understand the basic safety and operational concepts. They must be able to provide evidence of this training.

Q: Does the device PWC operator need to be trained in the operation of the device?

A: Yes. If the PWC operator intends to use the device, they must undergo training appropriate to understand the basic safety and operational concepts. They must be able to provide evidence of this training.

Further information

For further information contact your local Maritime Safety Queensland office:

Airlie Beach	4841 4500
Bundaberg	4132 6600
Cairns	4052 7400
Gladstone	4971 5200
Hervey Bay	4194 9600
Mackay	4944 3700
Mooloolaba	5452 1825
Brisbane	3632 7500
Gold Coast	5585 1810
Townsville	4421 8100

Other Marine Information Bulletins about the safe operation of ships are on Maritime Safety Queensland's website www.msq.qld.gov.au.

*Transport Operations (Marine Safety) Act 1994***NOTIFICATION OF DANGER TO MARINE SAFETY**Maritime Safety Queensland
Brisbane, 2 April 2014

I, Patrick J. Quirk, General Manager, Maritime Safety Queensland, pursuant to the provisions of sections 221(2) and (4) of the *Transport Operations (Marine Safety) Regulation 2004*, state that the operation of a commercial or recreational device in Queensland waters endangers marine safety, unless:

- (i) the device is operated in the waters set out in Schedule A, and
- (ii) the device is operated in accordance with the relevant conditions set out in Schedule B, or
- (iii) if used during special events/demonstrations, is operated in accordance with the conditions set out in Schedule C.

Note: Where the device is a domestic commercial vessel under the *Marine Safety (Domestic Commercial Vessel) National Law Act 2012* (Cth), any requirements under that law shall prevail to the extent of any inconsistencies with the conditions under this gazette notice.

In this notice, the following definitions apply:

1. the device means a water jet apparatus of any configuration, powered independently or by a personal watercraft (PWC), capable of lifting a person(s) above the surface of the water.¹
2. Smooth waters means the waters— (a) of rivers, creeks, streams and lakes; or (b) within breakwaters or revetments; or (c) described in schedule 12 of the *Transport Operations (Marine Safety) Regulation 2004* that are within 0.5n mile from land; or (d) described in schedule 13 of the *Transport Operations (Marine Safety) Regulation 2004*;
3. Partially smooth waters – means the waters described in schedule 12 of the *Transport Operations (Marine Safety) Regulation 2004*, other than waters within 0.5n mile from land.

¹ Examples of such devices include a Flyboard, Jetlev Flyer or Jetovator.

SCHEDULE A: Specified Waters
Smooth Waters; or Partially Smooth Waters when the significant wave height does not exceed 0.5m from trough to crest; or as authorised under a personal watercraft's condition of Queensland registration or national certification.
SCHEDULE B: Operating Conditions
<p>General</p> <ol style="list-style-type: none"> 1. The device must only carry the number of persons the device is designed to carry; 2. the device must be operated with another registered or certified safety ship/vessel or PWC with rescue sled, with an appropriately licensed master, in place to effect an immediate rescue of the device user if necessary; 3. the device must be operated in accordance with the manufacturer's safety recommendations, including training, emergency and operational requirements; 4. the device must be operated in sufficient water depths (4 metres minimum) in the place of operation before the device rises higher than 2 metres (or any other minimum height recommended by the manufacture) or starts diving; 5. the device must not be operated within 60 metres of any person, ship or other source of risk such as rocks, the shore, jetties, pontoons, docks etc when rising higher than 2 metres or starts diving; 6. the device must not be operated when winds exceed 60 kilometres/hour or waves exceed 1 metre in height; 7. any other conditions a regional harbour master deems appropriate to ensure marine safety. <p>Licensed Master of Ship/Vessel/PWC</p> <ol style="list-style-type: none"> 8. The licensed master of the ship/vessel or PWC, including the device PWC, must ensure that: <ol style="list-style-type: none"> a. the general operating conditions above are complied with; b. the kill switch lanyard of the ship/vessel or PWC is attached to the operator's body; c. the general safety obligations, collision regulations and any other legislative requirements that apply to either a recreational or commercial PWC or ship under the <i>Transport Operations (Marine Safety) Act 1994</i> and <i>Transport Operations (Marine Safety) Regulation 2004</i> are be complied with. <p>Commercial Operation only</p> <ol style="list-style-type: none"> 9. The device must be operated in compliance with the safety requirements imposed by any other relevant legislation, such as but not limited to, relevant safety management requirements under the Work Health and Safety legislation.
SCHEDULE C: Special Event/Demonstration Operating Conditions
APPROVAL
<ol style="list-style-type: none"> a) The regional harbour master may approve operation outside one or more of the Schedule B conditions (except for section 8(c)) for each of the following categories: <ol style="list-style-type: none"> i) an owner, master and/or operator of a device, ii) an event or demonstration, iii) a specified period of time. <p>An approval is subject to the following conditions:</p> <p style="text-align: center;">CONDITIONS</p> <ol style="list-style-type: none"> b) The device must only be operated by a qualified person appropriately skilled and trained to competently perform specialised manoeuvres during the approved event/demonstration for the specified period. c) A detailed emergency plan must be developed and implemented to ensure effective, immediate and appropriate actions are taken in the event of an incident at the event/demonstration. An emergency service vehicle such as an ambulance must be on standby as part of the emergency plan. d) A safety management plan and risk assessment appropriate to the operation and in compliance with relevant standards must be provided to the regional harbour master to support approval. e) Any other conditions a regional harbour master deems appropriate to ensure marine safety. f) The owner, master and/or operator of a device agree to indemnify and save harmless Maritime Safety Queensland from any claim, action, liability, loss, damage or suit arising from any damage, injury or harm suffered during the approved event/demonstration, as a result of non-compliance with the gazette operating conditions or any of the manufacturer's safety recommendations specified in any operating manual regulating these devices.

This notice repeals the Notification of Danger to Marine Safety which was published in the Queensland Government Gazette No. 11 on 17 January 2014 in so far as it relates to these devices.

PATRICK J. QUIRK
General Manager
Maritime Safety Queensland



GUIDANCE NOTICE

National Standard for Commercial Vessels – Certificate of Competency

Coxswain Grade 2 Near Coastal (NC)

Limits of certificate

Summary limits

The holder of this certificate can:

(a) command a vessel:

- <12 m long; and
- with propulsion power:
 - for an inboard engine — <100 kW; or
 - for an outboard engine — unlimited; and
- that is not carrying passengers

(b) operate the engines of the vessel

(c) operate a vessel:

- <12 m in sheltered waters; or
- as a tender or auxiliary vessel within 3 nm of a parent vessel in the EEZ; or
- within 3 nm from point of departure, shore base or aquaculture lease.

Sea service – Coxswain Grade 2 (NC)

Sea service required for a Coxswain Grade 2 NC.

The applicant must have at least:

- 7 days qualifying sea service on commercial or recreational vessels, and a completed approved task book;
- or
- 60 days qualifying sea service on commercial or recreational vessels.

Possible restriction - Coxswain Grade 2 (NC)

Restricted to daylight hours

A certificate will be restricted to daylight hours:

- if the person is colour vision deficient.

Endorsement - Coxswain Grade 2 (NC)

A Coxswain Grade 2 NC can be endorsed to carry passengers while in command of a domestic commercial vessels within the limits of a Coxswain Grade 2 if the holder satisfies the following conditions:

500 kW inboard propulsion power

If the person:

- completes the Certificate II, Coxswain Grade 1 NC engineering units of the Transport and Logistics Industry Skills Council Ltd maritime training package.

Command a passenger carrying vessel

If the person:

- Holds a certificate for the HLFTA unit of competency Apply first aid or another certificate that the national regulator considers equivalent; and
- Completes 30 days qualifying sea service on commercial vessels ≥ 5 m long while working in a deck, or deck and engineering, capacity on board, and a completed approved task book;
 - or
- 240 days qualifying sea service on vessels ≥ 5 m long while working as a deck, or deck and engineering, capacity on board, of which all may be accrued on recreational vessels.

Note: Unless your certificate is endorsed to carry passengers, you can not command a vessel carrying passengers.

Calculation of qualifying sea service

- (1) Qualifying sea service is measured in days spent performing the tasks appropriate to the class of certificate to which it applies.
- (2) **At least half** of the required sea service must be within 5 years before the application.
- (3) Qualifying sea service is calculated in days. A **day** is a minimum of 7.5 hours.
- (4) The hours for calculating one **day** can be accumulated over more than one day; (i.e. 3.5hrs performed on one day can be carried over to the next day until the person has a total of 7.5hrs to make one day of sea service).
- (5) A portion of sea service may be accrued in the following circumstances:
 - For a **deck certificate** —up to 15 per cent, on a vessel that is not underway, while the applicant is performing duties in a deck capacity or refitting work.
 - For an **engineering certificate** —up to 33 per cent, on a vessel that is not underway and while the applicant is performing engine related duties or refitting.

All other sea service must be accrued while the vessel is underway.

- (6) A vessel is **underway** when it is:
- operating; or
 - not tied to a jetty; or
 - at anchor with a person on anchor watch; or
 - being manoeuvred to free it from being aground.
- (7) Additional sea service (**10 days**) is credited for each **full 20 days** accrued on extended voyages:
- An extended voyage is a voyage:
 - of more than 24 hours duration;
 - including periods underway in a watch keeping capacity or undertaking deck duties in both day and night;
 - when fatigue is managed in accordance with the STCW Convention.
- (8) For a person living on a vessel, sea service may be counted, **only** while the person is carrying out relevant navigational or engineering work.

A sea service calculation tool is available on the Australian Maritime Safety Authority (AMSA) website.

Sea service assessment

Sea service will be assessed using the National Standard for Commercial Vessels Part D, Crew Competencies. A copy of this document is available on AMSA's website.

Pages for recording sea service may also be printed out as an alternative to a log book and submitted with the Application for a Sea Service Assessment Form (AMSA 560).

A sea service assessment is valid for 12 months.

Task books

Satisfactory completion of a task book by a candidate reduces the amount of sea service required, as set out above.

Task books obtained and signed off by the National Regulator / Marine Safety Agencies

Task books can be issued and signed off by national regulator / marine safety agencies, if the applicant is:

- enrolled in a course with an approved RTO that is not yet delivering the MAR Maritime Training Package;
- enrolled in a course or completed a certificate at a registered training organisation (RTO) prior to 31 December 2013;
- holding a restricted certificate of competency issued before 1 July 2013, and applying for an unrestricted certificate.

Task books obtained and signed off by an approved registered training organisation (RTO)

A task book can be submitted to the national regulator / marine safety agencies for qualifying sea service calculation, if the applicant is enrolled in a course:

- that includes an approved task book; and
- it is signed off by the approved RTO.

Candidates who enrol in a course after 1 January 2014 with an RTO delivering the MAR Maritime Training Package:

- must complete an approved task book signed off by the RTO **before** being issued with an Australian Qualification Framework certificate to qualify for the task book sea service requirement.

ROPES and other skill record books

A Record of Practical Experience and Sea-Service (ROPES) book started prior to 1 July 2013 will, where applicable, enables a sea service reduction of up to 50 per cent of the full sea service requirement.

- A ROPES book issued prior to 1 July 2013 will be accepted until 31 December 2014.

Task books issued under state or territory arrangements prior to 1 July 2013:

- Must be completed under the issuing arrangements before 31 December 2014.

When full sea service requirements must be met

Applicants commencing a qualification at an approved RTO after 31 December 2013 who do not complete an approved task book signed off by the RTO or marine safety agency assessor:

- are not eligible for sea service reduction; and
- must complete the full amount of qualifying sea service, required without a task book.

The national regulator / marine safety agency may request supporting documentation to support task books or ROPES book entries.

Refer to Industry Guidance Notice – National Standard for Commercial Vessel – Part D – Task Books.

Final assessment

Candidates are required to undertake a final assessment conducted by a national regulator approved assessor before being issued a certificate of competency.

Candidates who successfully complete all requirements for an NSCV Part D certificate of competency including the final assessment may request a temporary service permit in the form of a letter to allow them to operate immediately.

If lodging application in person:

Provide the original of each item in the Prerequisite Checklists (below), to the national regulator / marine safety agency for sighting.

If lodging application by post:

All supporting documentation lodged with your application, must be certified copies. See Certified Copies (below).

A person is guilty of an offence under section 137.1 of the *Criminal Code Act 1995* if the person gives false or misleading information, or omits any information without which is misleading, to a Commonwealth entity, or to a person who is exercising powers or performing functions under a law of the Commonwealth, or where the information is given in compliance or purported compliance with a law of the Commonwealth.

Prerequisites checklist

- Be at least 16 years when the certificate is issued;
- Record of Sea Service (AMSA form 560); or
- Record of Sea Service to meet standard, signed by a qualified person;
- Declaration of Medical Fitness (AMSA form 558);
- Eyesight (Colour Vision) Test Certificate (AMSA form 542);
- Proof of Identity;
- Photographs (2);
- Certificate 1 – Coxswain Grade 2 issued by an AMSA approved registered training organisation (RTO);
- Application for a Certificate of Competency - first time issue (AMSA form 534);
- Pay fee/s.

Coxswain Grade 2 NC Certificate of Competency renewal

Coxswain Grade 2 NC Certificate of Competency expires 5 years after it is issued or renewed; or a lesser period determined by the national regulator.

Checklist - application for renewal

- Application For A Certificate Of Competency – Renewal (AMSA form 536);
- Declaration of Medical Fitness (AMSA form 558);
- Proof of identity;
- Photographs (2);
- Pay fee/s.

Certified Copies

A certified copy is a copy of an original document (not a copy of a copy) that has been certified as a true and correct copy by a person who is authorised to witness a statutory declaration (see list below).

Certified copies can be obtained by presenting the original document together with a photocopy of that document to an authorised person for them to sight and certify.

Persons who are authorised to witness statutory declarations (under the *Commonwealth Statutory Declarations Act 1959*) include:

- Accountant (Chartered or Certified)
- Clerk of a Court
- Commissioner for Affidavits
- Commissioner for Declarations
- Dentist
- Justice of the Peace
- Legal Practitioner
- Magistrate
- Medical Practitioners
- Nurse
- Pharmacists
- Police Officer
- Post Office Manager
- Sheriff or Sheriff's Officer
- Teacher
- Veterinary Surgeon

More information

Industry Guidance Notices containing more information on registered training organisation locations, Certificates of Competency, Sea Service requirements and task books, can be obtained from the Australian Maritime Safety Authority website at www.amsa.gov.au and from state and territory marine safety agencies.

Note:

- If there is an inconsistency between this document and previously issued documents in relation to the subject matter, this document supersedes advice conveyed in previous documents dealing with these matters.
- Previous documents found to be in conflict with this document (or parts thereof) will be updated or withdrawn at the earliest convenient opportunity.