



Australian
BORDER FORCE

Australian Border Force Vessel Management Plan

Volume 2 – Cape Class

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Table of Contents

1.	Administration	3
1.1.	ABF Cape Class VMP Amendment Record	3
1.2.	Document Approval and Acceptance	3
2.	Ship Safety Statement	5
2.1.	Application	5
2.2.	Fit for purpose and safe to operate	5
2.3.	Standard rule set	6
2.4.	Cape Class Statutory and Class Certificates	6
2.5.	Operational Area Statement	7
2.6.	ABF Fleet alternative requirements	8
2.7.	Cape Class Navigation Act non-compliance risk assessment	8
2.8.	Cape Class summary of alternative requirements	8
2.9.	Operational and Construction Conditions	8
3.	Minimum and Operational Safe Manning Statement	9
3.1.	Minimum qualifications	9
3.2.	Minimum crew (port security and movements)	10
3.3.	Minimum crew	11
3.4.	Full operational crew	11
3.5.	Less than full operational crew	11
Table 1 - Cape Class Cutters.....		5
Table 2 - Cape Class Characteristics.....		5
Table 3 - Cape Class Statutory and Class Certificates		6
Table 4 - Cape Class Operational Areas		7
Table 5 –Cape Class summary of alternative requirements		12
Table 6 – Cape Class Operational and Construction Conditions.....		16
Table 7 – Cape Class Minimum and Operational Safe Manning Statement		19

1. Administration

1.1. ABF Cape Class VMP Amendment Record

Date of Issue	Version	Issuing Authority	Amendment title and changes made	Officer's Name	Signature	Date
25 Nov 16	1.0	ABF 2CA	Original	s. 22(1)(a)(ii)	Original signed	25 Jan 17
31 Dec 23	2.0	Superintendent of Maritime Safety & Operations	New Format linked to new VMP volume 1	s. 22(1)(a)(ii)	s. 22(1)(a)(ii)	8 Dec 23
15 Aug 24	2.1	Superintendent Marine Safety and Operations	S3.1.1 W1006 Vessel induction update NV1 removed from Engineer Officers "course" removed from ABF Basic Induction Provide Medical First Aid highlighted in yellow subject to a s. 47E(d)	s. 22(1)(a)(ii)	s. 22(1)(a)(ii)	15 Aug 24

1.2. Document Approval and Acceptance

Approvals & endorsements from V1.0 (ORIGINAL COPY IN TRIM):

Version	Title	Name	Date of approval
Reviewed and endorsed for approval by:			
1.0	Commander Air and Marine	s. 22(1)(a)(ii)	1 Dec 16
1.0	Assistant Commissioner Border Force Capability Division Designated Person Ashore (DPA)	s. 22(1)(a)(ii)	2 Dec 16
1.0	Acting Deputy Commissioner Support	s. 22(1)(a)(ii)	14 Dec 16
1.0	Commissioner Australian Border Force (as the Comptroller-General of Customs)	s. 22(1)(a)(ii)	15/12/16
1.0	DNV GL Organisation for reviewing DIBP ABF (Vessel Management Plans)	s. 22(1)(a)(ii)	23/12/16
1.0	Australian Maritime Safety Authority		

Cape Class patrol boats
Australian Border Force vessel management plan v1.0 / 2

Version	Title	Name	Date of Approval
1.0	Australian Maritime Safety Authority (AMSA) Vessel Management Plan, Flag State approving authority.	s. 22(1)(a)(ii)	29 NOV 2016

Version	Title	Name	Date of approval
1.7	Superintendent of Maritime Safety & Operations /Designated Person Ashore ABF approval of Annual Review 2022 and confirmation the VMP continues to address the risks associated with non-compliance with the Navigation Act (Cth) 2012 and that no significant changes have been made to vessels and operations. Extension of approval from 29 November 2021 to 31 December 2023 or the approval by DNV and acceptance by AMSA of VMP V2.0	s. 22(1)(a)(ii) s. 22(1)(a)(ii)	s. 22(1)(a)(ii)
2.0	Superintendent of Maritime Safety & Operations	s. 22(1)(a)(ii)	8 Dec 23
2.0	Acting Commander Air and Marine Capability	s. 22(1)(a)(ii)	24-1-24
2.0	First Assistant Secretary Civil Marine Capability Strategy	s. 22(1)(a)(ii)	29.01.24
2.0	Acting Deputy Commissioner Strategy and Capability	s. 22(1)(a)(ii)	23/2/24
2.0	Commissioner Australian Border Force (as Comptroller-General of Customs)	s. 22(1)(a)(ii)	4th March 2024
2.0	DNV Declaration by Recognised Organisation	s. 22(1)(a)(ii)	28/03/2024
2.0	Australian Maritime Safety Authority Acceptance as Flag State Administration	s. 22(1)(a)(ii)	26 June 2024



2. Ship Safety Statement

2.1. Application

- 2.1.1. This ship safety statement applies to ABF, Cape Class Cutters and all officers and other persons on board.
- 2.1.2. This ship safety statement forms part of, and is to be read together, with the ABF VMP Volume 1 and the ABF SMS for a full explanation of the requirements to be met.
- 2.1.3. The Cape Class Cutters listed in Table 1 with the ship characteristics in Table 2 have been declared as ABF vessels by AMSA and are used for ABF purposes.

Table 1 - Cape Class Cutters

Ship	IMO Number	Call Sign	Class Id	Contract Date	Construction Date	Date of Delivery
Cape St George	9665774	VHIL	32100	12 Aug 2011	27 Apr 2012	17 Apr 2013
Cape Byron	9684562	VHCZ	32101	12 Aug 2011	21 Dec 2012	19 May 2014
Cape Nelson	9684574	VHOH	32102	12 Aug 2011	10 Jul 2013	15 Sep 2014
Cape Sorell	9684586	VHOV	32103	12 Aug 2011	10 Jul 2013	15 Dec 2014
Cape Jervis	9684598	VNKS	32104	12 Aug 2011	12 Dec 2013	10 Mar 15
Cape Leveque	9684603	VHJE	32105	12 Aug 2011	12 Dec 2013	1 May 2015
Cape Wessel	9684615	VHJS	32106	12 Aug 2011	10 Mar 2014	1 Jul 2015
Cape York	9684627	VHKD	32107	12 Aug 2011	27 Aug 2014	31 Aug 2015

Table 2 - Cape Class Characteristics

Item	Ship Characteristics
LOA	58.1m
Class Notation	DNV  1A1 LC Patrol (Radhaz) BIS E0 ELT N NAUT(HSC) SV
GT	713
Design Displacement	408
NT	214
Class	DNV
Flag	AMSA
Engine Rating	2 x Cat 3516 C at 2525 Kw – total combined rating of 5050kw
Sea Areas ship is certified to operate	s. 47E(d)
Type of Ship	Patrol Vessel
Maximum Capacity	72 persons. When the full operational crew of 18 is carried the remaining capacity of 54 persons can be carried made up of passengers (max 12), crew or transportees. When operating in areas where the average monthly sea water temperature is ≤15 degrees centigrade the maximum number of persons on board will be limited to the number of immersions suits carried (up to 72).

2.2. Fit for purpose and safe to operate

2.2.1. Cape Class Cutters will be considered fit for purpose and safe to operate when they proceed to sea:

- with valid Navigation Act statutory and Class Certification listed in Table 3;
- in accordance with the Operational Area Statement in Table 4;
- in accordance with the ABF Fleet alternative requirements listed in the tables in VMP Volume 1;
- in accordance with the Cape Class summary of alternative requirements in Table 5;
- in accordance with the Cape Class Operational and Construction Conditions in Table 6;
- in accordance with the Cape Class Minimum and Safe Operational Manning Statement in Table 7.

2.3. Standard rule set

- 2.3.1. The Cape Class Cutters have been surveyed and certified by DNV in accordance with the requirements of the Navigation Act 2012, Marine Order 31 (SOLAS and non-SOLAS certification) and the ABF VMP as Patrol Vessels to USL Code 2A.
- 2.3.2. The Cape Class Cutters were designed, constructed and delivered at the time Australia ratified and implemented the Maritime Labour Convention (MLC) 2006. When the MLC was ratified in December 2011, AMSA upgraded the rules governing seafarer welfare and accommodation standards from Marine Order Part 14 (Accommodation) (MO14) to Marine Order 11 (Living and working conditions on vessels) 2013 (MO 11 2013) with a changeover construction date (keel laying date) of 21 August 2013.
- 2.3.3. Four Cape Class were constructed before 21 August 13 and four after, with a class construction contract date of 12 Aug 2011.
- 2.3.4. In recognition of the difficulty of determining a class construction solution for all eight Cape Class, during this time of change, AMSA provided EX 5055 which granted an exemption from compliance with MO 14 until the earlier of 1 January 2013 or the entry into force of the MLC, at which point MO 11 2013 would apply. MO 11 2013 provides for vessels constructed before 21 August 2013 to apply the accommodation standards in MO 14 in force at 30 June 2013.
- 2.3.5. The effect of EX 5055, written on the assumption that the Capes would have a construction date prior to the entry into force of MLC, is to set the construction date of all eight Cape Class as prior to 21 August 2013 for the purpose of fixing the build standard.
- 2.3.6. Nevertheless, as set out in Section 4.6 of VMP Volume 1, MLC does not apply to ABFCs.

2.4. Cape Class Statutory and Class Certificates

- 2.4.1. Cape Class Cutters must carry the statutory and class certification set out in Table 3.

Table 3 - Cape Class Statutory and Class Certificates

Item	Certificate	Issued by
1	Classification Certificate	DNV
2	Appendix to Classification Certificate	DNV
3	International Load Line Certificate	DNV
4	ILL Exemption Certificate A (Historical EX 02 – Sill Height solid waste door)	DNV
5	ILL Exemption Certificate B (Historical EX 05 - scuppers and discharges)	DNV
6	ILL Exemption Certificate C (Historical EX 06 - Chain Locker hatch)	DNV
7	ILL Exemption Certificate D (Historical EX 08 – Hinged covers)	DNV
8	ILL Exemption Certificate E (Historical EX 09 – Transportee accommodation hinged covers)	DNV
9	ILL Exemption Certificate F (Historical EX 11 - Transportee accommodation door sill height)	DNV
10	Cargo Ship Safety Construction	DNV
11	Cargo Ship Safety Equipment Certificate and Record of Equipment for Cargo Ship Safety (Form E)	DNV
12	Cargo Ship Safety Radio Certificate and Record of Equipment for Cargo Ship Safety Radio (Form R)	DNV
13	International Oil Pollution Prevention Certificate (IOPPC) and Record of Construction and Equipment for ships other than Oil Tankers (Form A)	DNV
14	International Sewage Pollution Prevention Certificate (ISPPC)	DNV
15	Garbage Pollution Prevention Statement of Compliance	
16	Statement of Facts – Black and Grey Tank No 1 and 2	DNV
17	International Air Pollution Prevention Certificate (IAPPC) and Record of Construction and Equipment	DNV
18	International Energy Efficiency Certificate and Record of Construction for the Energy Efficiency Certificate	DNV
19	Inventory of Hazardous Materials Statement of Compliance	DNV

20	Non-Convention Cargo Ship Safety Certificate USL Class 2A and Record of Equipment (Form NCC)	DNV
21	Certificate of Survey for a Cargo Ship USL Class 2C and Record of Equipment (Form CC) Ships Boat 1	DNV
22	Certificate of Survey for a Cargo Ship USL Class 2C and Record of Equipment (Form CC) Ships Boat 2	DNV
23	International Ant-Fouling System Certificate (IAFSC) and International Ant-Fouling System Endorsement of the Record	DNV
24	International Tonnage Certificate	DNV
25	s. 47E(d)	DNV
26	Exemption Certificate No 2 CCC (Historical EX 01 – Hinged Watertight Door)	DNV
27	Exemption Certificate No 3 CRC (Historical EX03 - Navigation equipment and aerial arrangements)	DNV
28	Exemption Certificate No 4 CCC (Historical EX 10 – Engine Room Telegraph)	DNV
29	Exemption Certificate No 5 CCC (Historical EX 12 – Transportee accommodation weathertight doors)	DNV
30	Exemption Certificate for COLREG (Historical EX 07 – Navigation Lights)	DNV
31	Letter of Acceptance (LOA 001 – Ballistic Protection) - Original Only	AMSA
32	Letter of Acceptance (LOA 002- Bridge Ballistic Glass) - Original Only	AMSA
33	Letter of Acceptance (LOA 003 –Machinery Space Openings) - Original Only	AMSA
34	EQ 01 - Fire protection - Hull void spaces	DNV
35	EQ 02 - Magazine Door	DNV
36	EQ 03 – Bilge Pumping	DNV
37	EQ 04 – Crown and casing	DNV
38	EQ 05 HVAC Duct Material	DNV
39	EQ 06 – Position of Load line Mark	DNV
40	Safety Management Certificate of Compliance	Lloyds
41	ABF Document of Compliance	Lloyds
42	AMSA ABF Vessel Declaration	AMSA
43	Declaration by Master Related to Annual Statutory Survey	CO
44	ABF Vessel Management Plan Volume 1 and Volume 2	ABF
45	ABF Safety Management System Volume 1 and Volume 2	ABF
46	Insurance Certificates Marine Hull and Marine Liability	Comcover

2.5. Operational Area Statement

Cape Class Cutters carry out law enforcement operations in the areas set out in Table 4. See the ABF VMP Volume 1 for area descriptions.

s. 47E(d)

Unrestricted

- All areas including overseas voyages

2.6. ABF Fleet alternative requirements

- 2.6.1. ABF VMP Volume 1 sets out the Fleet alternative requirements put in place following a risk assessment of the non-compliances to the Navigation Act, which are common to all ABF Cutters.
- 2.6.2. Cape Class Cutters are to comply with the ABF Fleet alternate requirements, located in the ABF VMP Volume 1 tables for Chapters 2, 3 and 6 of the Navigation Act as they set out the instructions for ABFC crews to follow to ensure they comply with the VMP.

2.7. Cape Class Navigation Act non-compliance risk assessment

- 2.7.1. Non compliances to the Navigation Act have been identified which relate only to the operations of the Cape Class. These non-compliances, risk assessments and alternative requirements are set out in Vol 1 Attachments Tab B Cape Class VMP non-compliance risks.

2.8. Cape Class summary of alternative requirements

- 2.8.1. The Cape Class summary of alternate requirements at Table 5 set out the instructions for ABF crews on board Cape Class Cutters to follow to ensure they comply with the VMP.

2.9. Operational and Construction Conditions

- 2.9.1. The operational and construction conditions set out in Table 6 represent the deviations from the standard rule set provided for by the VMP.

3. Minimum and Operational Safe Manning Statement

3.1. Minimum qualifications

3.1.1. Marine crew on board Cape Class are to have the valid qualifications listed below and competencies which align to the area of operation listed in Table 7.

All crew

- ABF Basic Induction.
- Marine Induction Training.
- Initial psychometric testing
- Undertake and successfully complete Australian Border Force (ABF) Operational Readiness Assessment (ORA) which includes the Basic Fitness Assessment and the ABF Medical Assessment;
- UoF and UoF Medical as appropriate to crew position.
- Certificate of Safety Training (COST) STCW which include the following components:
 - Elementary First Aid (STCW Reg VI/1 and Code Section A-VI/1, Table A-VI/1-3);
 - Fire Prevention and Fire Fighting (STCW Reg VI/1 and Code Section A-VI/1, Table A-VI/1-2);
 - Personal Safety and Social Responsibilities (STCW Reg VI/1 and Code Section A-VI/1, Table A-VI/1-4);
 - Personal Survival Techniques (STCW Reg VI/1 and Code Section A-VI/1, Table A-VI/1-1); and
 - Security Awareness Training (STCW Reg VI/6 and Code Section A-VI/6, Table A-VI/6-1).
- Provide Medical First Aid
- Certificate of Medical Fitness for sea duty in accordance with Marine Order 76 - Health - Medical Fitness 2017.
- s. 47E(d)
- Vessel Induction Checklist (W 1006 Vessel Induction).

Cook

- Certificate of Proficiency as Marine Cook (Marine Order 70 and MAR30415 Certificate III in Maritime Operations (Marine cookery) or SIT30816 Certificate III in Commercial Cookery).
- Certified fit to handle food in their AMSA medical (no Hepatitis C).

Ships Boats Coxswains

- Short Range Operator Certificate of Proficiency (Office of Marine Communications).

Rescue Boat

- Certificate of Proficiency of Survival Craft and Rescue Boats other than Fast Rescue Boats meeting the requirements of STCW Reg VI/2 and Code Section A-VI/2, Table A-VI/2-1.

All Deck Officers – to act as OOW or higher

- Master < 45 metres Near Coastal Certificate of Competency (Marine Order 505)
- Or
- Watchkeeper Deck Certificate of Competency (Marine Order 71 and STCW Reg A II/2).
- GMDSS General Operators Certificate Course (STCW Reg IV/2 and Code Section A-IV/2, Table A-IV/2).
- ECDIS General Operator Certificate (STCW Reg II/1 & II/2 and Code Sections A-II/1 & A-II/2, Tables A-II/1 & A-II/2).
- Advanced Fire Fighting (STCW Code Section A-VI/3 paragraphs 1–4, Table A-VI/3).
- Marine or Bridge Resource Management Training (STCW Reg VIII/2 and Code Section A-VIII/2, Part 3 and 4, paragraphs 8-51).
- Certificate of Proficiency of Survival Craft and Rescue Boats other than Fast Rescue Boats (STCW Reg VI/2 and Code Section A-VI/2, Table A-VI/2-1).
- Marine Radio Operators Certificate (Office of Marine Communications).

- Provide Medical First Aid (STCW Reg VI/4 paragraphs 1-3, Table A-VI/4-1)
 - HLTAID009 Provide Cardiopulmonary Resuscitation (CPR)
 - HLTAID011 Provide First Aid
 - HLTAID014 Provide Advanced First Aid
 - HLTAID015 Provide Advanced Resuscitation and Oxygen Therapy
- CO and Superintendent Maritime Safety and Operations endorsement as OOW, NAVO or COMMS.
- s. 47E(d)

Deputy Commanding officers

Minimum requirements for Deck Officer and:

- CO and Superintendent Maritime Safety and Operations endorsement as DCO;
 - Master < 45 metres Near Coastal Certificate of Competency (Marine Order 505)
- Or
- Master <500GT Certificate of Competency (Marine Order 71 and STCW regulation II/1 and applicable sections of II/2; II/5).

Commanding Officers

Minimum requirements for Deck Officer and:

- Superintendent Maritime Safety and Operations endorsement as CO; and
- Master <500GT Certificate of Competency (Marine Order 71 and STCW regulation II/1 and applicable sections of II/2; II/5).

Engineer Officers

- Advanced Fire Fighting (STCW Code Section A-VI/3 paragraphs 1–4, Table A-VI/3).
- Damage Control Training, Breathing Apparatus Training and vessel specific equipment training.
- Completed type specific training for the propulsion machinery.

Deputy Engineer

Minimum requirements for Engineer Officer and:

- CME Technical Authority as DENG;
- Engineer Class 3 Near Coastal Certificate of Competency (Marine Order 505)

Or

- Engineer Watchkeeper Certificate of Competency (Marine Order 72 and STCW regulation III/1)

Or

- Engineer Class 2 Certificate of Competency (Marine Order 72 and STCW regulation III/1 and III/2).

Chief Engineer

Minimum requirements for Engineer Officer and;

- CME Technical Authority as CENG
- Engineer Class 3 Near Coastal Certificate of Competency as (Marine Order 505)

Or

- Engineer Class 2 Certificate of Competency (Marine Order 72 and STCW regulation III/1 and III/2)

Or

- Engineer Class 1 Certificate of Competency (Marine Order 72 and STCW regulation III/1 and III/2).

3.2. Minimum crew (port security and movements)

- 3.2.1. Unless the vessel is handed over to the In Service Support Contractor for maintenance, the Commanding Officer is to ensure that the Cutter is manned in accordance with Table 7 for operations in Port or in accordance with the SM 2008 In Port Watch Routine and SM 2005 Handover Procedures for crew change over.

3.2.2. In this manning state Cape Class are able to undertake the following maritime activities:

- Maintain security of the vessel to prevent theft or prevent breaches of physical security;
- Ensure the vessel is adequately secured to the wharf and tend lines and fenders in high tidal areas;
- Conduct movements within the port to facilitate berthing availability as required by a local Port Authority including taking the ship to anchor; and
- Provide a limited on board emergency response capability.

3.3. Minimum crew

s. 47E(d)

3.3.2. In this manning state Cape Class Cutters are able to undertake the following maritime activities:

- conduct safety of navigation activities, including bridge watch and seamanship duties to allow the vessel to go safely to sea and maintain 24 hours' steaming with minimum crew;
- Conduct civil law enforcement limited operations that do not require personnel to be deployed from the ship for extended periods; and
- Provide limited emergency response capability.

3.4. Full operational crew

s. 47E(d)

3.5. Less than full operational crew

3.5.1. When proceeding to sea with less than a full operational crew the Commanding Officer may undertake civil maritime enforcement duties when a tactical risk assessment based on operational circumstances is completed and adhered to:

- Undertake limited boarding operations dependent on the availability of a boarding party;
- Undertake limited long haul transportation operations including maintenance of a 24 hour security watch; and
- Deploy boats and personnel to assist with unexpected instances of noncompliant transportee behaviour, the transfer of equipment between the vessel and other vessels, the transfer of transportees between the vessel and other vessels, or the provision of support to an embarked boarding team.

3.5.2. The Commanding Officer may deploy boats and personnel to provide emergency assistance in case of a SOLAS incident. Guidance on allocation of resources to undertake civil maritime enforcement duties when operating at less than full operational crew is provided in O 1036 Operational Capability Criteria.

Table 5 –Cape Class summary of alternative requirements

Issue	Marine Order	Document	Alternative requirements
Ships Manning	MO 21 MO 505	SOLAS, STCW and Cape Class Minimum and Safe Manning Statement O 1036 ENG 1010	Cape Class will be manned in accordance with the Cape Class Minimum and Safe Manning Statement which was assessed as appropriate for operations within near coastal limits of 200nm, regardless of the EEZ status of the waters and in accordance with; - Resolution A.1047(27) - Principles of Safe Manning and seafarer qualifications; - AMSA Exemption 5422 (issued 27 Sep 2016); and - MO 505 (which replaced NSCV Part E). The DP shall ensure that appropriately trained, experienced and competent crew are posted to ABFCs vessels. The Chief Marine Engineer and the Superintendent Maritime Safety and Operations are responsible for assessing Deck Crew and Engineer Officer training, competency and experience of individual crew members. For engineer officers the determining factor for sufficient seetime is the award of the Technical Authority for the position following and assessment by the Chief Marine Engineer. Where a time is stated then that time is for guidance purposes for the Chief Marine Engineer to determine readiness for TA assessment. See WI ENG 1010 Assignment of Technical Authority. For deck officers the determining factor for sufficient seetime by the Superintendent Maritime Safety and Operations is Task Book completion, the seetime set out in Table 7, a recommendation of operational readiness by a CO and an operational assessment by MOC.
Specific requirements for OOW	MO 71 MO 505	STCW Cape Class Minimum and Safe Manning Statement	s. 47E(d)
Specific requirements for DCO	MO 71 MO 505	STCW Cape Class Minimum and Safe Manning Statement	s. 47E(d)
Specific requirements for CO	MO 71 MO 505	STCW	1. Cape Class COs are to be qualified in accordance with the Cape Class Minimum and Safe Manning Statement.

		Cape Class Minimum and Safe Manning Statement	2. s. 47E(d)
Specific requirements for Deputy Engineer officers	MO 72 MO 505	STCW Cape Class Minimum and Safe Manning Statement	1. Cape Class DENG are to be qualified in accordance with the Cape Class Minimum and Safe Manning Statement. 2. s. 47E(d) 3. s. 47E(d) 4. s. 47E(d) 5. s. 47E(d)
Specific requirements for Chief Engineer officers	MO 72 MO 505	STCW Cape Class Minimum and Safe Manning Statement	1. Cape Class CENG are to be qualified in accordance with the Cape Class Minimum and Safe Manning Statement. 2. s. 47E(d) 3. s. 47E(d) 4. s. 47E(d) 5. s. 47E(d)

			6. s. 47E(d)
Specific requirements for MTOs and OPSO	MO 73 MO505	STCW Cape Class Minimum and Safe Manning Statement	1. Cape Class MTOs and OPSO are to be qualified in accordance with the Cape Class Minimum and Safe Manning Statement. 2. All MTOs must have completed the MTO-C Programme Phase 4 Task Book before joining the ship's crew and completed the Cape Class MTO Task Book within 2 patrols of joining.
Calculation of Sea Service	MO 70, s 16-21; MO 71, s 10 and schedule 3; MO 72, s 10 and schedule 3 MO 505		Sea time on Cape Class is to be calculated as follows: 1. Subject to an officer having satisfactorily completed an appropriate course of study to attain Master <500GT and serving in accordance with the Cape Class Minimum and Safe Operational Manning Statement, qualifying sea service for Commanding Officers and deck officers on board Cape Class patrol boats will be recognised by AMSA as the equivalent sea service for a vessel 500 GT or higher; 2. Subject to an officer serving in accordance with the Cape Class Minimum and Safe Operational Manning Statement qualifying sea service for Engineer officers on board Cape Class patrol boats will be recognised by AMSA as the equivalent sea service for a vessel with engine power 3000 kW or higher; and 3. This recognition of sea service applies to all sea service provisions of Marine Order 70, 71 and 72 in relation to the certificates in those Marine Orders, including those on board the vessel to conduct training and assurance activities.
Transportee accommodation	MO 11 MO 31	O 1011	1. The transportee accommodation area includes: a. four compartments, with a maximum capacity of 50 (2x12 and 2x13); and b. two secure outside areas. Management of secure areas is in accordance with SMS, WI, O 1011 Transportee Management and Operations aboard. 2. The transportee accommodation area meets the following standards: a. separate ventilation is provided for the transportee area; b. the environment (including heating and cooling) is controlled; c. there is the capacity to segregate transportees (for example; children, women, sick, family groups or non-compliant transportees); d. the area is designed to minimise self-harm, for example with as few hanging points as practicable; e. each compartment has a separate head, basin; f. there is access to a shower from each secure outside area; g. free access is available to the heads and basins, and access to the showers is controlled; h. the design of the deck and cabins ensure they are capable of being washed simply, with effective drainage; i. the sewage system is sized to manage the load generated by the potential maximum number of

			transportees; j. limited access to the secure deck area which is open to light and air is available, confined within a security barrier and with space for transportees to sit; and k. there is free access to shelter from the sun.
Transportee accommodation areas - Fire detection and alarm	SOLAS Chapter II/ 7.7	O 1011 O 2318	1. Cape Class patrol boats must have a manually operated call point at the CCTV monitoring position and just outside the secure transportee area (at both port and starboard). 2. The CCTV monitoring position must be continuously manned by officers when transportees are embarked in accordance with O 1011 Transportee Management Onboard. 3. Officers must also be stationed outside the secure transportee area to provide close supervision of transportees in accordance with SMS, Work Instruction O 2318 Transportee Supervision and Daily Routine. 4. All drills and emergency procedures are to include instructions for the management of transportees.

Table 6 – Cape Class Operational and Construction Conditions

Issue	Marine Order	Document	Alternative measures
Hinged watertight door	MO 12 s 7 SOLAS Chapter II-1/13	Cargo Ship Safety Certificate EX01	The door installed at the lower deck centreline frame has an operational single serving opening/closure mechanism. The door is fitted with a sign 'to be kept closed at sea' on both sides and the open/closed status is indicated on the Marine Link monitor on the bridge as Harbour/Voyage". This door alarms if not shut during "Voyage" mode.
Sill height – solid waste door	MO 16 s 7 Load Line	Load Line Certificate EX02	Door sills in the solid waste store are 380mm high instead of 600mm as required by the International Load Line Convention.
Navigation equipment and aerial arrangement	MO 27 Schedule 2 IMO Res A807(19)	Cargo Ship Safety Certificate EX03	Navigation equipment and aerial arrangement are located in accordance with that specified in Austal drawing No. CCPB-100-U00-011 Rev.B titled 'Navigation Equipment and Aerial Arrangement.
s. 47E(d)			
Load lines – scuppers and discharges	MO 16 s 7 Load Line	Load Line Certificate EX05	The arrangement for scuppers, inlets and discharges Det Norske Veritas Rules for the Construction of High Speed Light Craft, Pt. 4, Ch. 6, A403 are detailed in the document 'Record of Conditions of Assignment'.
Chain locker hatch	MO 16 s 7 Load Line	Load Line Certificate EX06	The Chain Locker arrangements are in accordance with Austal drawing No. 324-511-041 Sheet 1 Rev. B titled 'Chain Locker and Bitter End Construction' and is provided with a drain fitted with a non-return valve. The hatch has a notice 'To Be Kept Closed and Secured at Sea'. The hatch is a certified watertight hatch with max design pressure of 14kPa. The hatch operating mechanism is protected from possible damage on the chain locker side when in the closed/secured position.
Navigation lights	MO 30 s 9(3) COLREGs	EX07	Navigational light arrangements are as per that specified on Austal drawings No. CCPB-100-U00-011 Sheet 1 Rev. B and CCPB-100-U00-011 Sheet 2, Rev. B titled 'Navigation Equipment and Aerial Arrangement' dated 29th August 2012 examined by Det Norske Veritas (DNV) under DNV letter dated 16 November 2012, file Ref: TNANO383/STELA/D32100-J-862.

Hinged cover	MO 16 s 7 Load Line	Load Line Certificate EX08	The Portable external deadlight must be secured for storage on the door located at Frame 19 and must be fitted during heavy weather as required.
Transportee accommodation areas - Hinged covers	MO 16 s 7 Load Line	Load Line Certificate EX09	The SMS includes procedures regarding the fitting of portable external deadlights provided for each door which are stored in a clearly marked location adjacent to, but outside the access to the external transportee area.
Engine room telegraph	MO 12 s 7 SOLAS Ch.II- 1/37.2.	EX10	Propulsion control includes main and back-up systems and fixed communication means including intercom and portable VHF radios are installed.
Transportee accommodation areas - Door sill height	MO 16 s 7 Load Line	Load Line Certificate EX 11	Door sills in transportee accommodation areas are 380mm high instead of 600mm as required by the International Load Line Convention to allow safe removal of wheeled garbage bins in the garbage store. The door status 'open/closed' is incorporated in the ship's monitored systems. Doors are to be operated and maintained in accordance with the SMS at all times.
Transportee accommodation areas - Weather tight doors – hold backs	MO 15 s 7	Cargo Ship Safety Certificate EX 12 NS 1002	Temporary hold back arrangements will be available for doors in transportee accommodation areas. Doors to be maintained in accordance with the CMMS and operated in accordance with the ship's emergency procedures and NS 1002, Cyclone Avoidance and Preparedness.
Bridge ballistic glass	MO 15 s 7 and SOLAS Chapter V/22.3	LOA 001	The bridge on board Cape Class patrol boats is protected by ballistic glass.
Ballistic protection	MO 15 s 7 and SOLAS Chapter II-2/9	LOA 002	The wheelhouse on board Cape Class patrol boats is protected by ballistic lining panels. During fire avoid water spray on molten material. Use Dry chemical, water fog or CO2.
Machinery space openings	MO 16 s 7 Load Line	LOA 003	Cape Class patrol boats machinery spaces will be ventilated in accordance with Austal drawing Number. CCB 100-U00-003 Rev. B titled 'Freeboard Plan'. The ventilation intakes are to be operated in accordance with the ships information books, emergency response plans and engineering instructions.
Fire protection - Hull void spaces	MO 15 s 7 and SOLAS Chapter II-2/9	Cargo Ship Safety Certificate EQ01	The hull void spaces Service Void No. 01 located between watertight bulkheads at Frames 18 to 27 inclusive and FWD Plant Room No. 1 between watertight bulkheads at frames 27 to 36 must be equipped with: • A fixed water mist fire extinguishing system, Sem-Safe Water Mist System approved by a Recognised Organisation; • Operational smoke, hydrogen sulphide and hydrocarbon gas detectors; and • Fire insulation. Emergency preparedness drills are to include the operation of the water mist system.

Magazine door		EQ02 O 1313	The magazine and associated fire protection arrangements are subject to an annual inspection by the Chief Engineer in accordance WI O 1313 Magazine and STFZ Certification Inspections which is based on current Royal Australian Navy Engineering Divisions standards. The CMMS ensures that the water spray system is regularly maintained and tested. Emergency preparedness drills are to include the operation of the water spray system.
Bilge pumping	MO 12 Schedule 1 SOLAS Chapter II-1/21	EQ03	Individual space bilge pumps are installed in lieu of a bilge main.
Crowns and casings	MO 15 s 7 SOLAS Chapter II-2/9	EQ 04	The machinery space of category 'A' has been fitted with an Argonite Gas fire suppression system and a Sem-Safe Water Mist System. Fire insulation arrangements have been installed and are in accordance with Austal drawing No. CCPB-802-U00-001 Rev. H titled 'Structural Fire Protection General Layout', dated 25 September 2012. Engine Room bilges have a height >0.75m and have been fitted with 5 in number E/R total flooding nozzles type 'N' with Danfoss Semco Part No. 7-01-48-4-1918. Copies of the drawings and Instruction Manuals must be kept on board. The CMMS ensures that the water mist and flooding systems are regularly maintained and tested. Volume 2 of the SMS (Section 8) ensures that procedures and processes are in place for regular drills in the operation of the water mist and flood systems. The Ship Information Book supports these two systems.
HVAC duct material	MO 15 s 7 SOLAS Ch.II-2/ 9.7.1.1	EQ05	All ducting within a designated fire zone that has openings to or from the compartment to supply or exhaust air is constructed in aluminium. All ducting within a designated fire zone that does not have an opening into the compartment is constructed from light gauge steel. Ducting that penetrates a fire boundary is of steel having a thickness of at least 3.0mm and a length of 450mm. All fire dampers are operational and fitted with fusible links, manual and remote activation. Smoke dampers are operational and fitted with manual and remote activation. The CMMS ensures that the fire dampers are regularly maintained and tested. Volume 2 of the SMS (Section 8) ensures that procedures and processes are in place for regular drills in the operation of the fire dampers during engine room fire exercises. The Ship Information Book supports these two regimes.
Position of Load Line Mark	MO 16 Load Lines	EQ06	Certificate of Equivalence from Flag Administration to meet the requirements of ILL in accordance with the International Code of Safety For High Speed Craft Ch. 2.9.2.1

Table 7 – Cape Class Minimum and Operational Safe Manning Statement

Notes:

1. s. 47E(d)
2. An Engineer Watchkeeper with endorsement from AMSA as a Second Engineer or Chief Engineer does not require an Engineer Class 3.
3. In port minimum manning requires CO to be on call, Duty Watch Officer to be shared by roster by the DCO, Navo and Comms, Engineer on Watch to be shared by roster by the CENG and DENG and one officer on board to be Crypto briefed.
4. During handover the minimum manning in Port is expected to be maintained by incoming and outgoing crew.

Position	s. 47E(d)			Restricted Regional			Unrestricted		
				In Port	Min crew	Full		Min crew	Full
CO				1	1	1	Master <500 GT	1	1
DCO				0	1	1	Master <500 GT	1	1
Navo (OOW)				1	1	1	Master <45m NC + 12 months S/S	1	1
Comms (OOW)				0	1	1	Master <45m NC + 12 months S/S	1	1
MCTO				0	0	1	COST	0	1
Chief Engineer				0	1	1	Engineer Class 2 Or Engineer W/K holds Engineer Class 3 + 18 months S/S as CENG Or Engineer Class 3 + 24 mts S/S as CENG	1	1
Deputy Engineer				1	1	1	Engineer W/K with Engineer Class 3 Or Engineer Class 3 + 12 months S/S as DENG	1	1
Cook				0	1	1	Marine Cook	1	1
OPSO				0	0	1	COST	0	1
MTO Coxn				1	1	2	Coxswain Grade 1 NC	1	2
MTO Boat Crew				1	1	2	COST	1	2
MTO				1	1	5	COST	1	5
Total				6	10	18		10	18