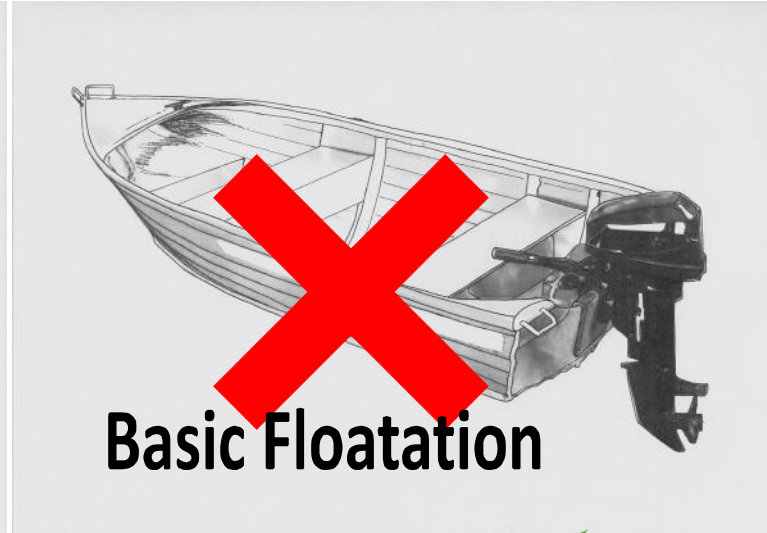
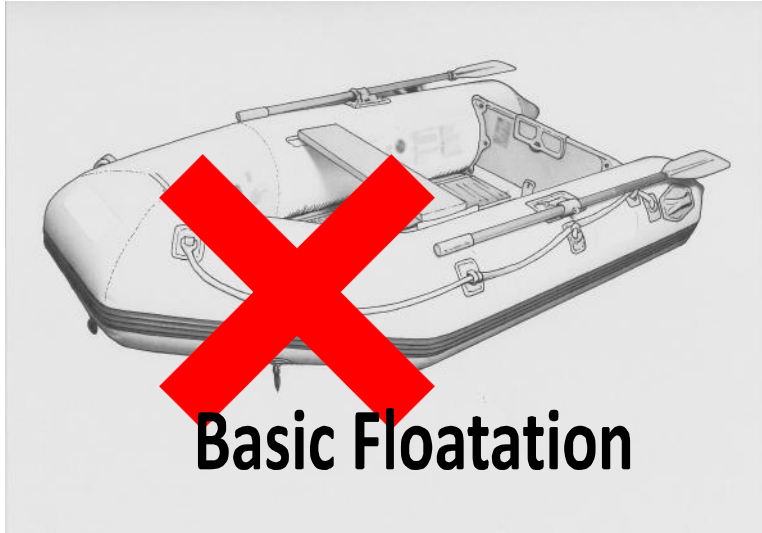


ATTENTION ALL COMMERCIAL BOAT OWNERS & OPERATORS

(FISHING VESSELS, CHARTER VESSELS, HOUSEBOATS, VESSELS FOR HIRE, SCHOOLS, UNIVERSITIES, SAILING CLUBS, ROWING CLUBS ETC.)

ARE YOU **ILLEGAL?**



CHECK YOUR BUILD PLATE FOR COMPLIANCE

Level Floatation



SINCE 1ST JULY 2013 - NEW NSCV REQUIREMENTS - HAVE BEEN IN FORCE

PENALTIES APPLY

Under the **Marine Safety (Domestic Commercial Vessel) National Law Act 2012**

The Tender **MUST** be listed on the Parent Vessel's "Certificate of Operation"

The Tender **MUST** be presented & inspected with the Parent Vessel, when the Parent Vessel is SURVEYED

(NSCV Marine Safety [Tenders & Auxiliary Vessels] Exemption 2013 - Schedule 2 Part 1)

The Tender **MUST** have Level Floatation with Swamped Stability, determined in accordance with:

- NSCV Part C Section 6B or
- AS 1799.1 Small Craft or
- ABYC Standards & Technical Information Reports for Small Craft or
- ISO 12217 Small Craft - Stability and Buoyancy assessment and categorisation

FOR INFLATABLES & RIGID INFLATABLES:

If air compartments are used as a source of buoyancy, **Buoyancy MUST be assessed with the 2 largest air compartments flooded, deflated or voided.** If one of the above mentioned Standards requires more than the 2 largest air compartments to be flooded, deflated or voided, that more onerous Standard shall apply instead.

(NSCV Marine Safety [Tenders & Auxiliary Vessels] Exemption 2013 - Schedule 2 Part 3)

(NSCV Part G Section 3.3 Floatation Performance)

EXISTING VESSELS:

- a) If you were operating a vessel commercially within the two years **before 1st July 2013**, you can continue to operate that vessel in the same manner. This Rule also applies to existing Tenders.
- b) A valid State or Territory Certificate is treated as a National System Certificate until Expiry. When it expires, or by 1st July 2016, a National System Certificate is required. All Existing Vessels **MUST** display IDENTIFIERS from 1st July 2016 (including Tenders).
- c) When **NEW EQUIPMENT** (for example, a new Tender) is placed on an **EXISTING VESSEL**, the new equipment **MUST MEET CURRENT NSCV SAFETY STANDARDS**.

LEVEL FLOATATION:

A Floatation system that will keep a boat carrying its maximum load from sinking when swamped, assuming the occupants remain within the boat and supported by the floatation system (allowing them to bail out water). Level Floatation implies that the swamped boat will float level and not capsize in calm water, but level floatation does not imply a self-righting capacity. (AS 1799.1-2009 Section 1.3.23)

FLOATATION MATERIAL

Floatation materials shall not lose more than 10% of their buoyancy when tested for water consumption, resistance to heat and resistance to fuels in accordance with IMO MSC 81 [70].

Polyethylene, polypropylene and polyurethane buoyancy foams complying with commercial vessel requirements of NSCV shall be deemed to satisfy the requirements of AS 1799.1-2009 Clause 2.5.3.

*****Note*** POLYSTYRENE FOAM DOES NOT MEET FLOATATION REQUIREMENTS of AS 1799.1-2009 Clause 2.5.3. (All compliant Buoyancy Foams are listed on NMSC National Register of Compliant Equipment). (AS 1799.1-2009 Section 2.5.3)**

AIR COMPARTMENTS

Integral Void Air Compartments shall be avoided as a means of providing reserve buoyancy. Where such compartments are used, they shall be of equivalent construction to surrounding hull structure, and all hull-to-compartment seams shall be positioned to allow inspection.

Where Air Chambers or Compartments are used to provide reserve buoyancy, the requirements of Clause 2.5.1 (Minimum Swamped Floatation) and Clause 2.5.4 (Level Floatation) shall be met **EXCLUDING** the **TWO LARGEST AIR CHAMBERS or COMPARTMENTS**. (AS 1799.1-2009 Section 2.5.6)

ADDITIONALLY FOR INFLATABLES & RIBS:

Foam buoyancy should have the material properties as specified in USL Section 10 Appendix N.

The use of air chambers inside the hull is not considered as an equivalent to foam buoyancy.

The buoyancy material should be placed as high as practicable to minimize the risk of capsize.

Suitable access to inspect the buoyancy material shall be provided. (RIB Guidance Circular Section 7.9 "Reserve Buoyancy Criterion")

DAMAGE CONDITION TEST

The number of persons for which the vessel is certified **MUST** be able to be supported within the Inflatable Boat or Rigid Inflatable Boat for the following simulated Damage Conditions:

- i) with forward buoyancy compartment deflated (both sides if appropriate)
- ii) with the entire buoyancy, from the centerline at the stem to the transom, on one side of the Inflatable Boat or Rigid Inflatable Boat deflated. (RIB Guidance Circular Section 7.6.2.3.2 "Damage Tests")

Initially and at intervals not exceeding **TWO YEARS**, or a lesser period as specified by the manufacturer, the Inflatable Boat or Rigid Inflatable Boat collars are subject to Survey, and shall be inspected and tested by a Competent Person (Pressure Test, Overpressure Test, Airtightness Test, Connectivity Test of Collar and Hull, and Hull Fittings). (RIB Guidance Circular Section 2 "Initial & Periodic Survey of RIBs")

SURVIVAL CRAFT

A Craft capable of sustaining the lives of persons in distress from the time of abandoning the Vessel. It includes a Lifeboat, Rescue Boat, Liferaft, Buoyant Appliance and Dinghy (compliant Level Floatation).

When a Dinghy is being used as a Survival Craft or as a Buoyant Appliance in accordance with NSCV Part C: Section 7A for a Commercial Vessel in Survey it shall, in accordance with Annex C:

- i) Have a minimum Length of 2.4m
- ii) Comply with Part C: Section 3 Construction
- iii) Comply with Part C: Section 6A Intact Stability (Test requirements as per 7.6.3.2 [page 75])
- iv) Comply with Part C: Section 6B Reserve Buoyancy & Swamping including fitting of Buoyancy materials
(Test requirements as per Annex E or AS 1799.1-2009 Appendix C "Assessment of Level Floatation" [page 43])
- v) Be of highly visible colour
- vi) Be fitted with grablines which are effective upright or overturned
- vii) Be equipped with Items and Marked as per Annex C, C4 & C5.

**** THIS MATERIAL IS FOR INFORMATION REFERENCE PURPOSES ONLY ****

Please check National Standard for Commercial Vessels (available on the Australian Maritime Safety Authority Website) for specific requirements pertaining to your operation.