

**Amendment No 1
to the
National Standard for Commercial Vessels
Part C: Design and Construction
Section 6: Stability
Subsection 6B: Buoyancy and
Stability after Flooding
(Edition 1)**

Revised Text

Edition 1 of the National Standard for Commercial Vessels, Part C; Design and Construction, Section 6; Stability, Subsection 6B; Buoyancy and Stability after Flooding as published in May 2010 is amended as follows.

The amendment, which is a correction amendment, was approved by the National Marine Safety Committee on 5 October 2010, published on 20 October 2010 and comes into effect from that date.

It should be inserted in the appropriate places.

Summary

This amendment applies to Clause C4.3 and Tables 6 and C.1.

<p>AMDT No.1 28 Oct 10</p>	<p>Page 42 Row 3, Column 2, Line 2 Table 6 Delete "...vessel <i>shall</i> meet a one-compartment....." and replace with "vessel <i>to</i> meet a one-compartment.....".</p>
<p>AMDT No.1 28 Oct 10</p>	<p>Page 101, Lines 9 to 19 Clause C4.3 Replace the formula</p> $W_S = \sum_1^n W_{hk} + W_d + 0.69W_{pf} + 0.75W_e + k_v \left(\sum_1^n W_h + W_d + W_{pf} + W_e \right)$ <p>with:</p> $W_S = \sum_1^n W_{hk} + W_d + 0.69W_{pf} + 0.75W_e + f_v \left(\sum_1^n W_h + W_d + W_{pf} + W_e \right)$

<p>AMDT No.1 28 Oct 10</p>	<p>Page 101, Lines 9 to 19 Clause C4.3</p> <p>Delete the formula's list of variables and replace with:</p> <p>$\sum_1^n W_{hk}$ = The swamped weight of those portions of the hull likely to be immersed in the flooded condition (normally assume up to gunwale on small craft), in kilograms</p> <p>= $W_1k_1 + W_2k_2 + W_3k_3 + \dots + W_{n-1}k_{n-1} + W_nk_n$</p> <p>where</p> <p>$W_1, W_2, \dots, W_n$ = the dry weight of the various materials used in hull construction, in kilograms</p> <p>k_1, k_2, \dots, k_n = a conversion factor applied to the weight of each piece of hull material (W_h), to convert the dry material to an equivalent weight when submerged in fresh water as determined by Table C1</p> <p>W_d = The dry weight of deck and superstructure not immersed in the flooded condition, in kilograms</p> <p>W_{pf} = The dry weight of permanent fittings not included in W_d, in kilograms</p> <p>W_e = The dry weight of the engine and related equipment as installed, in kilograms</p> <p>f_v = Factor for the reliability of the verification method</p> <p>= 0 where the vessel is physically tested for compliance</p> <p>= 0.03 where the vessel is weighed but not actually tested for compliance</p> <p>= 0.05 where the vessel is not physically weighed or actually tested for compliance</p> <p>$\sum_1^n W_h$ = The dry weight of those portions of the hull likely to be immersed in the flooded condition (normally assume up to gunwale on small craft), in kg</p> <p>= $W_1 + W_2 + W_3 + \dots + W_{n-1} + W_n$</p>
<p>AMDT 28 Oct 10</p>	<p>Page 103 Row 11, Column 1, Table C.1</p> <p>Replace “ Aluminum” with “ Aluminium.....”:</p>