



**Australian Government**

**Australian Maritime Safety Authority**

## **National Standard for Commercial Vessels**

**Omnibus amendments instrument No 1, 2024 for:**

### **Part B – General requirements**

### **Part C - Design and construction**

- **Section C2 – Watertight and weathertight integrity**
- **Section C5 – Engineering**
  - **Section C5A - Machinery**
- **Section C6 - Stability**
  - **Sub-section C6A – Intact stability requirements**
- **Section C7 - Equipment**
  - **Sub-section C7D – Anchoring systems**

### **Part F - Special vessels**

- **Section F1 – Fast craft**
  - **Sub-section F1A - General requirements for fast craft**
  - **Sub-section F1B – Category F1 fast craft**
  - **Sub-section F1C - Category F2 fast craft**

Approved by the National Marine Safety Regulator on 17 January 2024 and adopted by the Infrastructure and Transport Ministers on 21 June 2024, to commence on 1 October 2024.

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## 1 Name of instrument

This is the National Standard for Commercial Vessels, Omnibus amendments instrument No. 1, 2024.

## 2 Commencement

The amended editions of the standards listed below commence on 1 October 2024.

## 3 Amendments

The following National Standards for Commercial Vessels (NSCV) will be amended in accordance with details described in the Schedules to this instrument as set out in Table

**1. Table 1 – summary of amendments and edition numbers**

<b>NSCV edition #</b>	<b>Clauses amended</b>	<b>New edition #</b>	<b>Amendment details described in</b>
NSCV Part B	1.5, 1.6, 1.7, 1.9, 2.1, Sch 2	2.5	Schedule 1
NSCV C2	1.5, 3.4, 4.10, 6.11	1.1	Schedule 2
NSCV C5A	6.9.1.3	1.5	Schedule 3
NSCV C6A	7.4.5 Figure 18	1.4	Schedule 4
NSCV C7D	Annex B	1.5	Schedule 5
NSCV F1A	Introduction, 1.3, 2.4.3, Figure 1	1.4	Schedule 6
NSCV F1B	1.6	1.4	Schedule 7
NSCV F1C	Introduction, 2.1	1.6	Schedule 8

## **Schedule 1 – Amendment to NSCV Part B – General requirements**

[1] In clause 1.5 (2) Note 1

Omit "*Marine Order 501 (Administration – national law) 2013*".

Insert instead "*Marine Order 501 (Administration – national law)*".

[2] In clause 1.6(b):

Omit "*Marine Order 503 (Certificates of survey – national law) 2018*".

Insert instead "*Marine Order 503 (Certificates of survey – national law)*"

[3] In clause 1.7:

Add to title "and marine orders"

Add to text "or a marine order"

[4] In Chapter 2, 2.1 (1)

Replace item 4 here:

**Chapter 2 Categories of vessels**

**2.1 Vessel use category**

(1) A kind of vessel mentioned in an item in the following table has the vessel use category mentioned in the item.

Item	Kind of vessel	Vessel use category
1	Passenger vessel	1
2	Non-passenger vessel	2
3	Fishing vessel	3
4	Hire and drive vessel used by the hirer only for recreational purposes	4

(2) A hire and drive vessel that is not used by the hirer only for recreational purposes has the vessel use category mentioned in subsection (1) that is assigned to the vessel by the National Regulator after considering its intended use.

*Note* The National Regulator may, under subsection (2), assign a hire and drive vessel more than 1 vessel use category under subsection (2).

With

**Chapter 2 Categories of vessels**

**2.1 Vessel use category**

(1) A kind of vessel mentioned in an item in the following table has the vessel use category mentioned in the item.

Item	Kind of vessel	Vessel <u>use</u> category
1	Passenger vessel	1
2	Non-passenger vessel	2
3	Fishing vessel	3
4	Hire and drive vessel (see subclause 2.1 (2) below)	4

(2) A hire and drive vessel when used for any purpose other than wholly recreational purposes, or when the Master is not a hirer of the vessel, has the vessel use category mentioned in subclause 2.1 (1) that is assigned to the vessel by the National Regulator after considering its intended use.

*Note 1* The National Regulator may, under subclause 2.1 (2), assign a hire and drive vessel more than 1 vessel use category under subclause 2.1 (2).

[5] In Schedule 2 – in the note under title

Remove or streamline dot points as follows.

Replace:

*Note The NSCV imposes requirements on vessels of a measured length for the following:*

- ~~the seagoing operation of passenger vessels~~
- the limits of the detailed NSCV construction and machinery provisions
- ~~crewing and competency requirements~~
- load line, weathertight and watertight integrity
- accommodation and railing ~~requirements~~
- fire safety and equipment
- lifesaving equipment
- stability standards.

With:

*Note The NSCV imposes requirements on vessels of a measured length for the following:*

- construction and machinery provisions
- load line, weathertight and watertight integrity
- accommodation and railings
- fire safety and equipment
- lifesaving equipment
- stability standards.

[6] In clause 1.9 Dictionary

Add to definition of **hire and drive vessel**, the wording from national law definition:

*“any vessel which is let for hire or reward or for any other consideration, including vessels provided in conjunction with holiday establishments or hotels for the use of guests or tenants”.*

[7] In clause 1.9 Dictionary

Add new definition:

**hirer of a hire and drive vessel** – see section 6 of the national law: “(a) a person who hires the vessel; or (b) a person, other than the owner of the vessel or a person acting on the owner’s behalf, who operates the vessel while it is under hire”.

[8] In clause 1.9 Dictionary

In definition of **initial survey**, omit “*Marine Order 503 (Certificates of survey – national law) 2018*”.

Insert instead “*Marine Order 503 (Certificates of survey – national law)*”

[9] In clause 1.9 Dictionary

Replace “(ii) a recognised island; or” here:

**inshore operations** means operations of a vessel that are conducted laterally along the coast from either the base or a regular port of departure of the vessel that is within 15 nm to seaward from:

(a) the baseline of any of the following:

- (i) the Australian mainland;
- (ii) the Tasmanian mainland;
- (ii) a recognised island; or
- (b) sheltered waters limits.

With:

**inshore operations** means operations of a vessel that are conducted laterally along the coast from either the base or a regular port of departure of the vessel that is within 15 nm to seaward from:

(a) the baseline of any of the following:

- (i) the Australian mainland;
- (ii) the Tasmanian mainland;
- (iii) a recognised island; or
- (b) sheltered waters limits.

[10] In clause 1.9 Dictionary

In note following definition of **recognised organisation**, omit “*Marine Order 1 (Administration) 2013*”.

Insert instead “*Marine Order 1 (Administration)*”.

[11] In clause 1.9 Dictionary

Reinstate and update a definition previously provided in Part B, that is still referenced in C5A:

**safe haven**, a location that provides suitable anchorage for vessels to shelter from the prevailing wind and sea.



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## Schedule 2 – Amendment to NSCV C2 – Weathertight and watertight integrity

[1] In clause 1.5 (2)

Re-order the definitions list alphabetically.

[2] In clause 3.4

Replace:

(1) In addition to the requirements of the ICLL, the design and construction of side scuttles, windows and skylights on the vessel must comply with one of the following standards that is applicable to the type and operations of the vessel:

- (a) ISO 1751 Shipbuilding and marine structures — Ships' side scuttles;
- (b) ISO 3903 Shipbuilding and marine structures — Ships' ordinary rectangular windows;
- (c) ISO 5797 Ships and marine technology — Windows and side scuttles for fire-resistant constructions;
- (d) ISO 614: 2012 Ships and marine technology — Toughened safety glass panes for rectangular windows and side scuttles — Punch method of non-destructive strength testing;
- (e) ISO 6345 Shipbuilding and marine structures — Windows and side scuttles — Vocabulary;
- (f) ISO 21005 Shipbuilding and marine technology — Thermally toughened safety-glass panes for windows and side scuttles;
- (g) ISO 11336 Large yachts ( $\geq 24\text{m}$  and up to 3,000 gross tonnage) - Strength, weather tightness and watertightness of glazed openings; or
- (h) the rules of a Recognised Organisation.

NOTE The vessel must be within the scope of the standard chosen. For example, fitting large yacht windows to a salvage tug is not appropriate, and ISO standards or rules of a Recognised Organisation may have different operational ranges to those in the NSCV. The appropriate standard for the intended type, operations and operational area of the vessel must be chosen.

With:

1) In addition to the requirements of the ICLL, the design and construction of side scuttles, windows and skylights on the vessel must comply with one of the following standards that is applicable to the type and operations of the vessel:

- (a) ISO 1751 Shipbuilding and marine structures — Ships' side scuttles;
- (b) ISO 3903 Shipbuilding and marine structures — Ships' ordinary rectangular windows;
- (c) ISO 5797 Ships and marine technology — Windows and side scuttles for fire-resistant constructions;
- (d) ISO 614: 2012 Ships and marine technology — Toughened safety glass panes for rectangular windows and side scuttles — Punch method of non-destructive strength testing;
- (e) ISO 21005 Shipbuilding and marine technology — Thermally toughened safety-glass panes for windows and side scuttles;
- (f) ISO 11336 Large yachts ( $\geq 24\text{m}$  and up to 3,000 gross tonnage) - Strength, weather tightness and watertightness of glazed openings; or
- (g) the rules of a Recognised Organisation.

NOTE 1 The vessel must be within the scope of the standard chosen. For example, fitting large yacht windows to a salvage tug is not appropriate, and ISO standards or rules of a Recognised Organisation may have different operational ranges to those in the NSCV. The appropriate standard for the intended type, operations and operational area of the vessel must be chosen.

NOTE 2 ISO 6345 Shipbuilding and marine structures — Windows and side scuttles — Vocabulary contains terms and definitions to support the ISO Shipbuilding and marine structures that are applied in this section.

[3] In clause 4.10

Replace “150cm” here:

(4) However, an air pipe of diameter less than or equal to 150 cm (cross-sectional area  $\leq$  177 cm<sup>2</sup>) may be without a means of weathertight closure provided it does not downflood at angles of heel less than 40 degrees in all conditions of loading. Designers using this option must prove within stability calculations and booklets the minimum angle of heel can be obtained before progressive downflooding occurs.

NOTE NSCV Section C6 contains standards for downflooding.

With:

“150mm”

[4] In clause 6.11

Replace:

1) The design and construction of portlights, windows and skylights on the vessel, and their frames or fixing arrangements, must comply with one of the following standards that is applicable to the type and operations of the vessel:

- (a) ISO 1751 Shipbuilding and marine structures — Ships’ side scuttles;
- (b) ISO 3903 Shipbuilding and marine structures — Ships’ ordinary rectangular windows;
- (c) ISO 5797 Ships and marine technology — Windows and side scuttles for fire-resistant constructions;
- (d) ISO 614: 2012 Ships and marine technology — Toughened safety glass panes for rectangular windows and side scuttles — Punch method of non-destructive strength testing;
- (e) ISO 6345 Shipbuilding and marine structures — Windows and side scuttles — Vocabulary;
- (f) ISO 21005 Shipbuilding and marine technology — Thermally toughened safety-glass panes for windows and side scuttles; or
- (g) the rules of a Recognised Organisation covering side scuttles, windows and skylights.

NOTE International standards may be based on operational areas or operational conditions which differ to those contained in NSCV Part B. In these cases, the standard must be applied so that it is at least equivalent to the design environmental parameters in NSCV Part B.

With:

#### 6.11 Portlights, windows and skylights

(1) The design and construction of portlights, windows and skylights on the vessel, and their frames or fixing arrangements, must comply with one of the following standards that is applicable to the type and operations of the vessel:

- (a) ISO 1751 Shipbuilding and marine structures — Ships' side scuttles;
- (b) ISO 3903 Shipbuilding and marine structures — Ships' ordinary rectangular windows;
- (c) ISO 5797 Ships and marine technology — Windows and side scuttles for fire-resistant constructions;
- (d) ISO 614: 2012 Ships and marine technology — Toughened safety glass panes for rectangular windows and side scuttles — Punch method of non-destructive strength testing;
- (e) ISO 21005 Shipbuilding and marine technology — Thermally toughened safety-glass panes for windows and side scuttles; or
- (f) the rules of a Recognised Organisation covering side scuttles, windows and skylights.

NOTE 1 International standards may be based on operational areas or operational conditions which differ to those contained in NSCV Part B. In these cases, the standard must be applied so that it is at least equivalent to the design environmental parameters in NSCV Part B.

NOTE 2 ISO 6345 Shipbuilding and marine structures — Windows and side scuttles — Vocabulary contains terms and definitions to support the ISO Shipbuilding and marine structures that are applied in this section.

**Schedule 3 – Amendment to NSCV C5A – Machinery**

[1] In clause 6.9.1.3

Replace:

$$Z = 0.0005 V^2 l h \left( \frac{410}{UTS_{stiff}} \right)$$

With:

$$Z = 0.0005 V^2 l^2 h \left[ \frac{410}{UTS_{stiff}} \right]$$

## Schedule 4 – Amendment to NSCV C6A – Intact Stability requirements

[1] In clause 7.4.5 Figure 18

Replace:

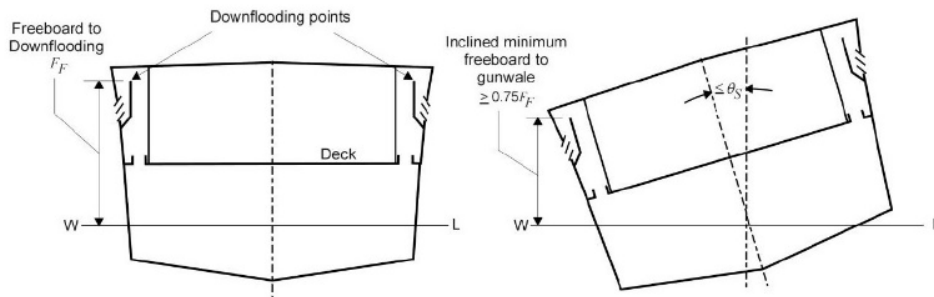


Figure 18 — Chapter 7B criteria—minimum angle to downflooding

With:

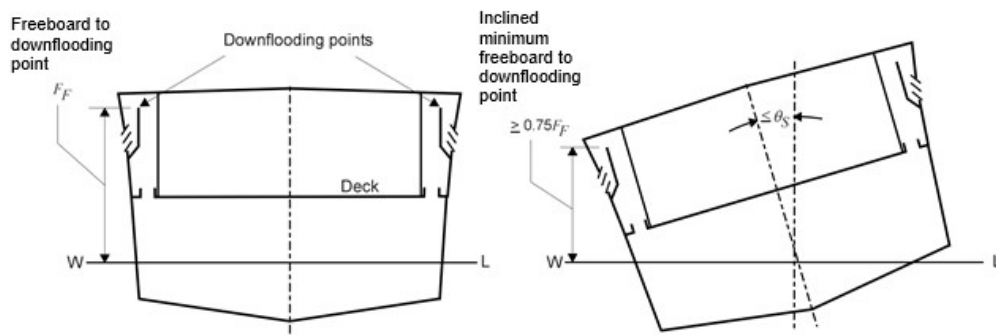


Figure 18 — Chapter 7B criteria—minimum angle to downflooding

## **Schedule 5 – Amendment to NSCV C7D – Anchoring systems**

[1] In Annex B

Replace:

**A8 SCOPE**

This Annex specifies the requirements and procedure for testing sea anchors.

This Annex forms a normative part of this Subsection.

**A9 APPLICATION**

This Annex applies to sea anchors only.

**A10 REQUIRED OUTCOME**

The anchor shall be able to withstand forces according to its specified holding power.

**A11 TESTING**

With

**B1 SCOPE**

This Annex specifies the requirements and procedure for testing sea anchors.

This Annex forms a normative part of this Subsection.

**B2 APPLICATION**

This Annex applies to sea anchors only.

**B3 REQUIRED OUTCOME**

The anchor shall be able to withstand forces according to its specified holding power.

**B4 TESTING**

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## Schedule 6 – Amendment to NSCV F1A – General requirements for fast craft

[1] In Introduction

Delete:

Parts C to E of the National Standard for Commercial Vessels, which pertain to conventional vessels, were developed having in mind the manner in which conventional vessels are constructed and operated.

[2] In introduction

Remove reference to “Parts C to E” here:

The safety philosophy of this Standard is based on the active management and reduction of risk as well as the traditional philosophy of passive protection in the event of an accident. Management of risk through accommodation design, active safety systems, restricted operation, quality management and human factors engineering are essential for providing safety for high speed craft equivalent to conventional vessels **that meet Parts C to E of this National Standard**. Application of quantitative or qualitative risk management techniques is encouraged to assess risk and determine the validity of safety solutions.

Replace with:

“The safety philosophy of this Standard is based on the active management and reduction of risk as well as the traditional philosophy of passive protection in the event of an accident. Management of risk through accommodation design, active safety systems, restricted operation, quality management and human factors engineering are essential for providing safety for high speed craft equivalent to conventional vessels. Application of quantitative or qualitative risk management techniques is encouraged to assess risk and determine the validity of safety solutions.



[3] In introduction

Remove reference to “Parts C to E” here:

a) differentiate between conventional vessels **which can be adequately served by Parts C to E of this National Standard**, and fast craft for which the standards specified in Part F Section 1 (Fast Craft) should be applied; and

Replace with:

a) differentiate between conventional vessels and fast craft for which the standards specified in Part F Section 1 (Fast Craft) should be applied; and”

[4] In clause 1.3

Remove reference to “Parts B to E” here:

The objective of Part F Section 1 is to provide vessels that operate at speed with levels of safety at least equivalent to those of conventional vessels operating in a similar environment, **which have been constructed and operated in accordance with Parts B to E of this National Standard.**

Replace with:

“The objective of Part F Section 1 is to provide vessels that operate at speed with levels of safety at least equivalent to those of conventional vessels operating in a similar environment.”

[5] In clause 2.4.3(a)

Remove reference to “Parts C to E” here:

Fast craft that are neither Category F1 nor F2 Fast Craft Unless otherwise specified within this Section of the NSCV, fast craft that are neither Category F1 nor F2 Fast Craft shall either— a) meet the requirements for conventional vessels **given in Parts C to E of the NSCV** where the vessel has a maximum speed of less than 30 knots; or

Replace with:

“Unless otherwise specified within this Section of the NSCV, fast craft that are neither Category F1 nor F2 Fast Craft shall either— a) meet the requirements for conventional vessels including those in NSCV Part C, where the vessel has a maximum speed of less than 30 knots; or”

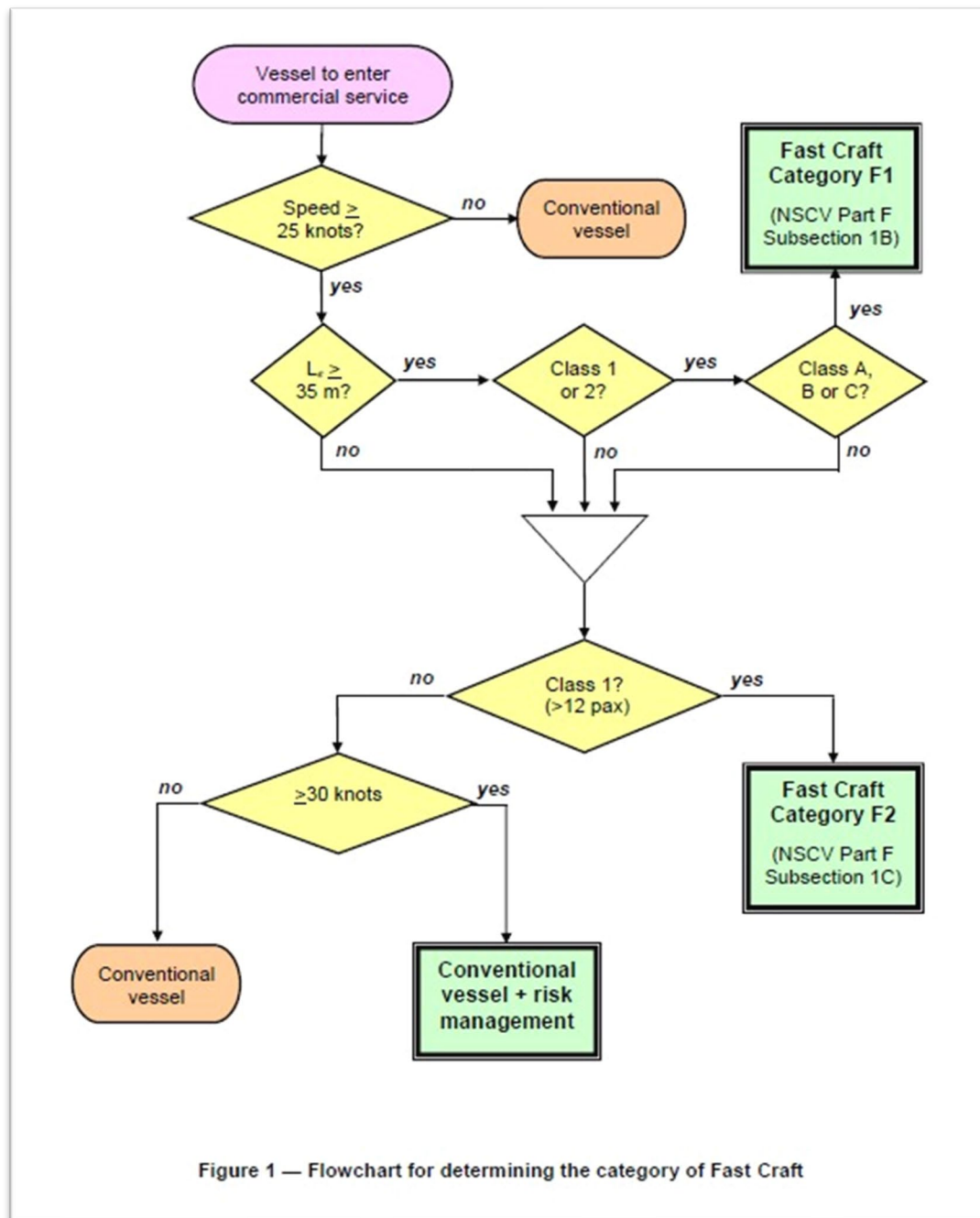
[6] In clause 2.4.3(b) note 1

Substitute “NMSC”

With “NSCV”.

[7] Figure 1

Replace the words “Class A, B or C?” in figure 1:



With “Seagoing?”:

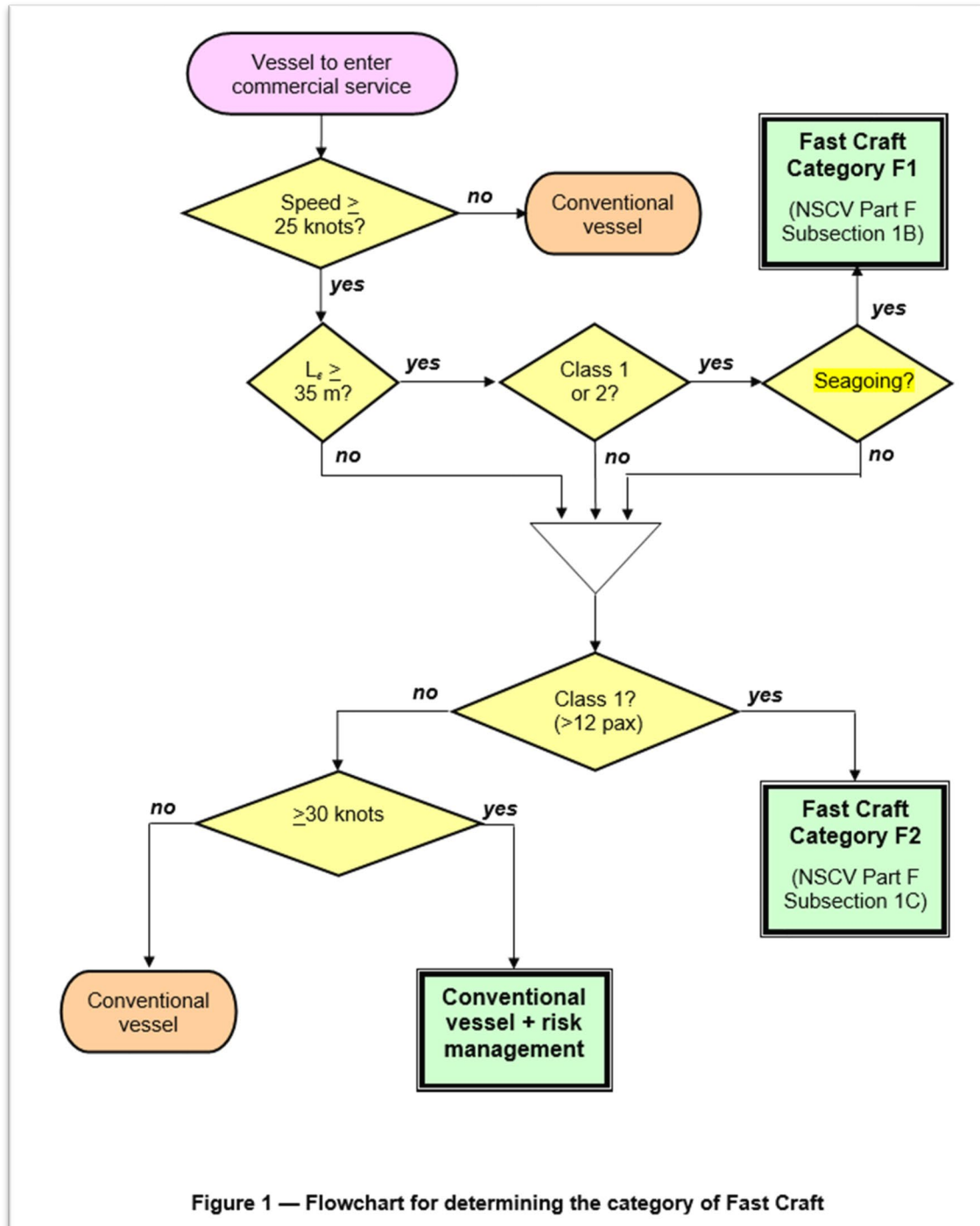


Figure 1 — Flowchart for determining the category of Fast Craft

## **Schedule 7 – Amendment to NSCV F1B – Category F1 Fast Craft**

[1] In clause 1.6

Remove reference to “Parts B to E” here:

For the purposes of this Subsection of the NSCV, compliance with the HSC Code is considered to provide a standard of safety for a Category F1 Fast Craft equivalent to that of **the NSCV Parts B to E for** a conventional vessel.

Replace with:

“For the purposes of this Subsection of the NSCV, compliance with the HSC Code is **deemed to satisfy the required outcomes in chapter 2**”.

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## Schedule 8 – Amendment to NSCV F1C – Category F2 Fast Craft

[1] In Introduction

Remove reference to “Parts C to E” here:

The requirements for conventional vessels **contained in the NSCV Parts C to E** and the HSC Code have been used as a basis for the standards contained in this Subsection.

Replace with:

“The requirements for conventional vessels **under the National Law** and the HSC Code have been used as a basis for the standards contained in this Subsection. For many Category F2 craft, the hazards tend to be a combination of those envisaged in the HSC Code and those provided for by the conventional vessel provisions contained in the NSCV”.

[2] In clause 2.1

Remove reference to “Parts C to E” here:

A Category F2 Fast Craft must meet the **required outcomes contained in Parts C to E of this Standard**, as applicable, plus those specified in Clauses 2.2 to 2.10.4 of this Chapter to the extent specified in Chapter 3 to Chapter 5 of this Subsection.

Replace with:

“A Category F2 Fast Craft must meet the **requirements under the National Law** as applicable, plus those specified in Clauses 2.2 to 2.10.4 of this Chapter to the extent specified in Chapter 3 to Chapter 5 of this Subsection.