

**National Standard for Commercial Vessels (NSCV)
Part F — Special Vessels, section 1 — Fast Craft
Subsection 1A — General Requirements for Fast Craft
Subsection 1B, category F1 — Fast Craft
Subsection 1C, category F2 — Fast Craft**



NSCV, part F — Fast Craft		
NSCV reference	Topic	Comment
Section 1 subsection 1A 1.3	General requirements for fast craft The objective of part F 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.	Certificates of Compliance are to nominate if a vessel is a fast craft and its category (for example, F1, F2 light, F2 heavy and fast craft that are neither F1 nor F2 fast craft). Accredited persons are to ensure this is nominated on the Certificate of Compliance as registration applications/certificates of compliance will be checked by marine safety officers upon submission at the regional office.
Chapter 2 2.4.1 to 2.4.3	Categories of fast craft F1, F2 and fast craft that are neither F1 or F2	This section gives detailed explanations of each category of fast craft regarding length, class and speed. Note — persons have safety obligations that go beyond the minimum requirements specified within the national standard, see part A for guidance.
Section 1 subsection 1B	Category 1 fast craft	The standards applicable to category F1 fast craft closely mirror the standards contained within the International Maritime Organization (IMO) High Speed Craft Code (HSC) 2000.
Chapter 2	Required outcomes	Speaks about inspections, audit of operations, essential infrastructure to be established and maintained, buoyancy, stability, subdivision, integrity of enclosed spaces, accommodation and escape measures etc. Refers to the HSC code and nominates the chapters of the Code.
Chapter 3	Deemed-to-satisfy solutions	Refers to the HSC Code
Section 1 subsection 1C	Category F2 fast craft	This section applies to category F2 fast craft being fast craft engaged in domestic operations in Australia that are: a) sea going Class 1 fast craft of equivalent length (Le) less than 35 metres (m) b) sheltered waters Class 1 fast craft of all lengths.
Chapter 1 1.3	Fast Craft definition to apply to each operational area	For the purposes of this subsection, the definition of a fast craft being a craft capable of speed of 25 knots or more in the fully laden condition shall be determined for each operational area.
Chapter 2	Required outcomes	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 of this chapter to the extent specified in Chapter 3 to Chapter 5 of this subsection.
2.9	Crewing and competencies	Crews must have a thorough understanding of the operation and maintenance of the craft and its systems to ensure prompt, effective and reliable operation at time of need.
2.9.1	Capacity to identify hazards and manage risks	Persons who navigate, operate or crew a craft that operates at high speed must have the competencies needed to quickly and accurately identify, assess, and control the risks associated with high speed operation (training related).
2.9.2	Knowledge of particular craft	Crews must have a thorough understanding of the operation and maintenance of the craft and its systems to the extent: a) relevant to their duties b) necessary to ensure prompt, effective and reliable

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		operation at time of need.
2.10.1	Operational requirements	Management of high speed craft must identify, implement and enforce the operational controls and procedures to mitigate the risks.
Chapter 3 3.3	Operational performance The initial survey of Category 2 fast craft shall include such investigations, surveys, trials and tests to establish and record: (a) speed, stopping and manoeuvrability characteristics of the craft in the displacement, transitional and non displacement modes (b) the craft's propensity to exhibit any undesirable characteristics while in motion (c) any changes in the craft's stability characteristics as it passes from displacement mode through the transition to non-displacement mode (d) the time it takes the craft to pass through the transition mode, both accelerating and decelerating (e) the performance and limits of safe use of directional control systems, any stabilisation systems and auto pilot (f) the performance and limits of safe use of other components or systems.	All of the mandatory trials are to be witnessed by the accredited person. All of the information from the trials (relating to Chapter 3 Section 3.3) is to be recorded by the accredited person. Accredited persons should review the accredited persons manual attachment J — Guide for the Conducting of Progressive Surveys during the Building of a Commercial and Fishing ship (section 2.3).
3.4.6	Location of seating	On craft intended for operational areas A and B, seating sufficient for all persons shall be arranged in spaces that are enclosed. For operations in area C, seating for all persons shall be arranged in spaces that can be protected from the weather.
3.5.2	Load line	A light fast craft complying with clause 3.5.1 need not be assigned a load line determined by the geometric calculations in NSCV Part C Subsection 2A, nor need the craft comply with the conditions of assignment for a load line. Maritime Safety Queensland may issue a "HS pax Certificate" for these vessels.
3.10 3.10.1	Provision of essential safety information Craft operating manual (a) through to (u)	This clause has a comprehensive list of the minimum information required in the operational manual to be on board.
3.10.2	Maintenance and servicing manual	This clause has a comprehensive list of documents and procedures for the maintenance and service of the vessel.
Chapter 4	Deemed-to-satisfy solutions — crewing and competencies	Each crew member shall possess the relevant competency listed in table 12. Marine safety officers should be aware to check this when monitoring vessels.
4.4	Competencies to be craft specific	This section also brings up competency elements listed in tables 20, 21 and 22 of annex E. The competencies of the crew are to be listed in the safety management system (SMS) of the vessel and kept on board.

Chapter 5	Deemed-to-satisfy solution — operational requirements	This section covers safety management of vessels and safety management system. Current vessel operations manuals will have to be updated to comply with these requirements.
5.2	Part E of NSCV	Category F2 shall comply with the requirements of part E of the NSCV, including Chapter 4 where specified and also the additional requirements specified under this Chapter.
5.3	Suitability for operation in particular locality	Category F2 fast craft within a particular locality shall be subjected to a documented risk management process that identifies hazards, assesses risk and determines appropriate controls necessary to reduce the risks to acceptable levels.
5.4	Safety management system Category F2 fast craft shall be provided with a safety management system that complies with part E of NSCV	New fast craft will have to supply a safety management system with their application for registration. This document will be checked for compliance in the regional office before being sent for processing at Safety Standards Branch.
5.4.2.2	Training to be craft specific	The training shall be specific to the craft and shall make direct reference to applicable parts of the craft documentation.
Annex A	Guidance on relevant design and operational responses to horizontal operating accelerations and collision accelerations	Objective — to avoid or reduce the magnitude of injuries to persons on board a fast craft that could result from accelerations encountered during normal operations or in the event of a collision.
Annex B	Design collision accelerations	The craft shall be designed to minimise the consequences that arise from collision.
Annex C	Examples of a 'Failure mode and effect analysis' worksheet for smaller fast craft	Table 17 facilitates the determination of the risk associated with a craft's operation.
Annex D	Specifications for data logger on a Category F2 fast craft	The data logger shall collect data from the GPS, radar images, systems monitoring and craft response signals. The objective is to provide information for monitoring the ongoing operation of the vessel to verify that it does not exceed the stated design and operational limits and to assist in the determination of the causes of incidents.
Annex E	Required competencies for crew on Category F2 fast craft	The objective of this part is to provide various members of the crew of a fast craft with the competencies to quickly and effectively recognise the special hazards associated with operating a fast craft at high speed, analyse the risks and carry out appropriate and effective actions to control those risks.
Annex F	Training standards for air cushion vehicles	The objective is to provide the operator of an ACV with the competencies to safely operate the craft taking into account their unique handling characteristics compared to other fast craft. The annex incorporates a table of competencies for a person to operate a vessel less than 12 metres in sheltered waters.