

NSCV part B — General Requirements		
NSCV reference	Topic	Comment
1.8	<p><b>Alter</b> To change the vessel such that new measures are required to eliminate or control to risk to health and safety, but does not include routine maintenance, repairs and replacement. Examples one to five plus a note.</p>	<p>Alter in NSCV is a close match to further building as defined in the <i>Transport Operations (Marine Safety) Regulation 2004</i> (the Regulation), schedule 15. NSCV defines alteration as non-identical replacements. Note at end of the examples states that the Authority has to be notified of alterations. Section 56 of the Regulation speaks about five business day's written notice to the authority of intention to build a ship or part of a ship.</p>
1.8	<p><b>Crew</b> All persons carried on board the vessel to provide navigation and maintenance of the vessel, its machinery and arrangements essential for propulsion and safe navigation; or to provide service for other persons on board.</p>	<p>New definition, which includes master. Our definition doesn't include master. Traditionally we assume that the master is included as part of the crew. The Certificate of Compliance would have to state total number of persons as including master as part of crew.</p>
1.8	<p><b>Open vessel</b> A vessel which has no watertight deck for the whole or part of the length of the vessel: example 1 — a rowing boat with open bottom boards example 2 — A half cabin vessel with a cockpit aft fitted with loose deck panels.</p>	<p>An open vessel greater than six m that can carry passengers would need internal buoyancy to support the vessel and its passengers. A Certificate of Compliance for survey from an accredited person stating that the vessel has positive flotation would be necessary for registration. (Not a positive flotation statement, as they are for vessels less than six m).</p>
1.8	<p><b>Safe haven</b> A place that can reduce the risk to a vessel and those persons on board by providing shelter from the sea and weather. A safe haven includes a port, harbour, designated sheltered water area and an inlet or river mouth that offers a good anchorage.</p>	<p>Safe haven terminology is used on some commercial registration certificates at present. Limits of operation for commercial licences are from a specific location (for example distance off Heron Island/Great Keppel, distance from coast or land and so on).</p>

1.8	<p><b>Special personnel</b> All persons who</p> <p>a) have knowledge of safety procedures and handling of safety equipment on board</p> <p>b) are not passengers, or members of the crew, or children under one year of age</p> <p>c) are carried on board in connection with the special purpose of that vessel or because of special work being carried out on board that vessel, and</p> <p>d) are able bodied.</p>	<p>Special personnel are not crew or passengers. Ships that carry special personnel from other states may be defined differently. Some examples of special personnel:</p> <ol style="list-style-type: none"> <li>1) process workers on scallop processing barge</li> <li>2) trainees on a sail trailing ship</li> <li>3) candidates on a BoatSafe training vessel</li> <li>4) sub-contracted dive master on a charter vessel</li> <li>5) marine pilot on a pilot transfer vessel.</li> </ol> <p>Persons in this category have to be briefed in regard to emergency situations on board the vessel but do not have to be inducted into the full knowledge of the vessels operations and its systems operations.</p> <p>Vessels will be treated on a case by case basis and SMS will have to reflect how the owner and the master are going to control and reduce the risks associated with the vessel's operation. It would be desirable for the owners/operators/designers of a vessel to consult with or apply to the local Maritime Safety Queensland office for guidance as early as possible in the design stages of the vessel regarding 'special personnel numbers on board before applying for commercial registration.</p>
Chapter 2	<p><b>Use of parts B to F of the national standard</b> Includes 'equivalent solutions' — they are alternative solutions that give levels of safety no less than that provided by the deemed-to-satisfy solution. Equivalent solutions may be</p> <ol style="list-style-type: none"> <li>a) generic equivalent solutions or</li> <li>b) local equivalent solutions.</li> </ol>	<p>Equivalent solutions are brought in by amendment lists 7 into part 1 of the USL Code. Queensland legislation does not call up this section of the USL Code therefore it won't come in with amendment list 7. Queensland has performance-based solution in the Design and Build Standard which is designed on requirements for part B of the NSCV.</p>